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CCG & Maritime Arctic SAR Review Project Overview

The Canadian Coast Guard (CCG) is rooted in the nation's culture as the leading organization tasked with ensuring the safety of our waterways and the people who travel on them.

CCG has a mandate to:

- Protect individuals navigating on Canadian waters
- Protect the environment from marine spills
- Support economic growth by being Canada's on-water economic enabler
- Ensure Canada's sovereignty and security by establishing a strong federal presence on the water

CCG Programs and Services:

Preparedness and Response:

- Environmental Response – to ship-sourced or mystery spills in the marine environment
- Marine Communications and Traffic Services – monitor marine distress communications and relay calls to appropriate rescue centre for action
- Search and Rescue – marine incidents related to a vessel or person from a vessel

Maritime Security

Marine Navigation:

- Icebreaking
- Aids to Navigation
- Waterways management
- E-navigation

The Canadian Coast Guard's responsibility extends to Canada's 202,080-kilometre long coastline - the longest of any nation in the world. Its vessels and aircraft operate over an area of ocean and inland waters covering approximately 2.3 million square nautical miles.

The Canadian Coast Guard is a Special Operating Agency of the Department of Fisheries and Oceans and its mandate and services fall under the Oceans Act and the Canada Shipping Act.

On an average day the CCG:

- Saves 15 lives
- Assists 52 people in Search and Rescue
- Manages 1,233 vessel movements
- Carries out 11 fisheries patrols
- Supports 11 scientific surveys
- Deals with 3 reported marine pollution events
- Surveys 3.5 km of navigation channel bottom

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CCG's Arctic Services:

- Escorting commercial ships through ice to ensure access to Northern communities
- Delivering food, cargo, and fuel to remote sites where commercial services are unavailable ensuring a reasonable standard of living in the Arctic
- Keeping mariners informed by broadcasting weather and ice information and navigational warnings
- Keeping mariners safe by coordinating response to search and rescue
- Protecting the environment by responding to pollution incidents north of 60
- Promote safe navigation, along with Canadian Hydrographic Services, through the provision of charts and aids to navigation

CCG's Search and Rescue Program

In Canada, Search and Rescue is a shared responsibility among federal, provincial/territorial and municipal organizations, as well as volunteer organizations. The federal SAR program is led by DND, through the Canadian Armed Forces (CAF). CCG leads the maritime component of the federal SAR system through monitoring of distress communications and relay those to the appropriate rescue centre for action.

The CCG and the CAF jointly staff 3 Joint Rescue Coordination Centres (JRCCs), located in Halifax, Trenton, and Victoria, and CCG also operates a Marine Rescue Sub-Centre located in Quebec City for additional bilingual coordination capacity.

The three JRCCs and the MRSC maintain an around-the-clock watch, poised to coordinate a joint Royal Canadian Air Force (RCAF) /CCG response to aeronautical and maritime SAR incidents, as required.

The CCG's ensures that safe, reliable, professionally crewed, and operationally capable vessels, vehicles, and helicopters are available to respond.

Canadian Coast Guard primary SAR resources maintain a 30 minute reaction time standard, 99% of the time. Primary SAR resources include:

- 39 SAR lifeboat stations;
- A dedicated hovercraft station (Sea Island/Vancouver, BC) with CCG's only dive team (available 24/7);
- 25 inshore rescue boats (IRB's)
- CCG offshore patrol mode vessels provide SAR coverage for 6 offshore SAR zones, plus;
- More than 80 multi-tasked vessels and 22 helicopters able to provide additional SAR capacity (secondary SAR resources must achieve a one hour reaction time).

Maritime response capacity is further enhanced by the Canadian Coast Guard Auxiliary (CCGA), a national network of over 4,000 volunteers.

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The Canadian Coast Guard Auxiliary (CCGA)

CCGA volunteers operate a fleet of over 1,100 vessels, many of which are owner-operated. Some regions however, rely extensively on community-owned (SAR Dedicated) vessels. CCGA assets are strategically located between CCG assets where maritime traffic is concentrated and marine risks are high. CCGA volunteers are experienced mariners who are familiar with the local environment and typically respond to more than 25% of all maritime SAR incidents in Canada. Currently the CCGA operates 9 units in the Arctic.

Arctic SAR Project

The objective of the Arctic SAR project is to enhance maritime SAR response capacity throughout the Arctic and ensure that resources and volunteers are properly trained, insured, tasked through a rescue centre and reimbursed for costs associated to marine SAR preparation and response activities. The proposal was publically announced on July 30th, 2015.

Arctic SAR Project element #1 - Immediate expansion of the CCG-Auxiliary in the Arctic.

- **Objective** is for CCGA to bring into their membership the existing marine SAR resources currently operating in the Arctic (Kativik = 16 units, Nunuvut approx. 6-10 units)
- **Timeframe** = 2-3 years. CCGA will target 10 units per year, or until all existing units who desire to participate as volunteer marine SAR responders, are members of the CCGA.

Arctic SAR Project element #2 - CCG led review of maritime SAR requirements in Arctic.

- **Objective** – To complete a review of maritime SAR requirements throughout the Arctic coastal communities without existing maritime SAR resources, in order to develop an approach to further expand SAR services in the region.
- **Timeframe** = Two year review process and development of forward looking proposal.

Next Steps:

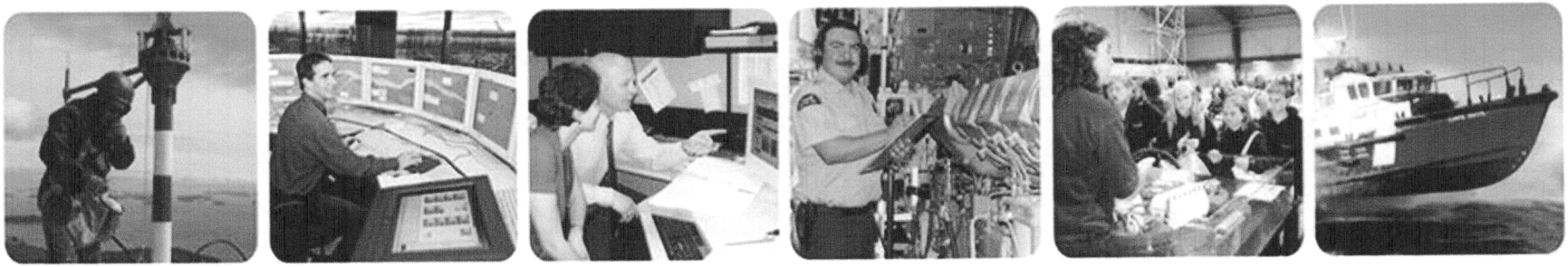
- What are the marine risks in your communities?
- Add risk scenario example
- What would your community require in order to participate in marine SAR response activities?
- Do you believe people in your community would be interested in becoming SAR volunteers?
- What would be the best approach to training volunteers?

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Fisheries and Oceans Canada / Pêches et Océans Canada

Canadian Coast Guard / Garde côtière canadienne

Safety First, Service Always



Maritime Arctic SAR Review Project

December 2015

Canada

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Presentation Objectives

- Canadian Coast Guard overview
- Search and Rescue Program overview
- Canadian Coast Guard Auxiliary overview
- Arctic SAR review project outline
- Next Steps

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CCG Overview

The Canadian Coast Guard (CCG) is rooted in the nation's culture as the leading organization tasked with ensuring the safety of our waterways and the people who travel on them



CCG has a mandate to:

- **Protect individuals navigating on Canadian waters**
- **Protect the environment from marine spills**
- **Support economic growth by being Canada's on-water economic enabler**
- **Ensure Canada's sovereignty and security by establishing a strong federal presence on the water**

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CCG Programs & Services

Preparedness and Response:

- **Environmental Response** – to ship-sourced or mystery spills in the marine environment
- **Marine Communications and Traffic Services** – monitor marine distress communications and relay calls to appropriate rescue centre for action
- **Search and Rescue** – marine incidents related to a vessel or person from a vessel

Maritime Security

Marine Navigation:

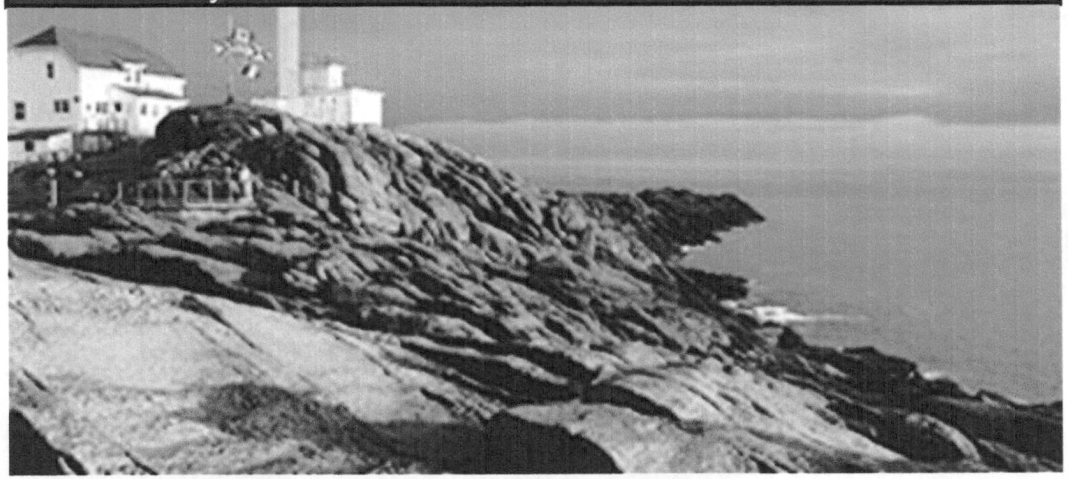
- Icebreaking
- Aids to Navigation
- Waterways management
- E-navigation



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From Coast to Coast to Coast

We're responsible for more coastline than any other CG in any other country



The Canadian Coast Guard's responsibility extends to Canada's 202,080-kilometre long coastline - the longest of any nation in the world. Its vessels and aircraft operate over an area of ocean and inland waters covering approximately 2.3 million square nautical miles.

The Canadian Coast Guard is a Special Operating Agency of the Department of Fisheries and Oceans.

In Accordance With

The Canadian Coast Guard mandate and services fall under the *Oceans Act* and the *Canada Shipping Act*.

***Act* and the**

On an average day the CCG

Saves lives

Assists people in Search and Rescue

Manages vessel Movements

Carries out fisheries patrols

Supports scientific surveys

Deals with reported pollution events

Surveys of navigation channel bottom

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Canadian Coast Guard – Arctic Services

CCG contributes to Arctic sovereignty by transporting goods/supplies to northern communities and being a visible government marine presence in the Canadian North



- Escorting commercial ships through ice to ensure access to Northern communities
- Delivering food, cargo, and fuel to remote sites where commercial services are unavailable ensuring a reasonable standard of living in the Arctic
- Keeping mariners informed by broadcasting weather and ice information and navigational warnings
- Keeping mariners safe by coordinating response to search and rescue
- Protecting the environment by responding to pollution incidents north of 60
- Promote safe navigation, along with Canadian Hydrographic Services, through the provision of charts and aids to navigation

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Marine Communications and Traffic Services: Our Ears on the Water

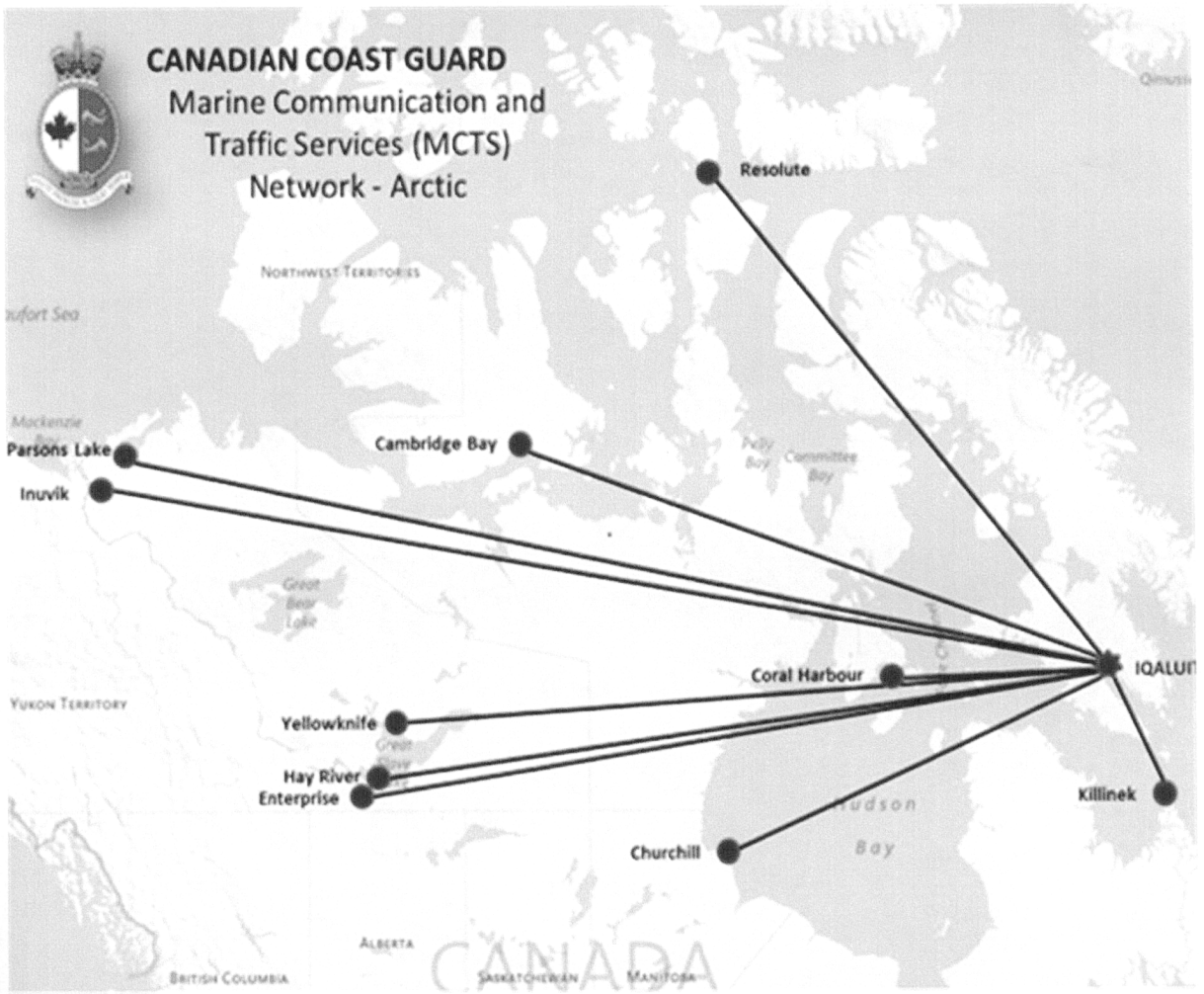
Marine Communications and Traffic Services (MCTS) provide:

- •NORDREG – shipping safety control zones
- •NAVAreas – provides navigation and weather warnings
- •Vessel Traffic Services (VTS)
- •Distress Monitoring
- •Iqaluit Marine Communication and Traffic Services Centre (MCTS) – from early May until the end of December

Challenges/opportunities

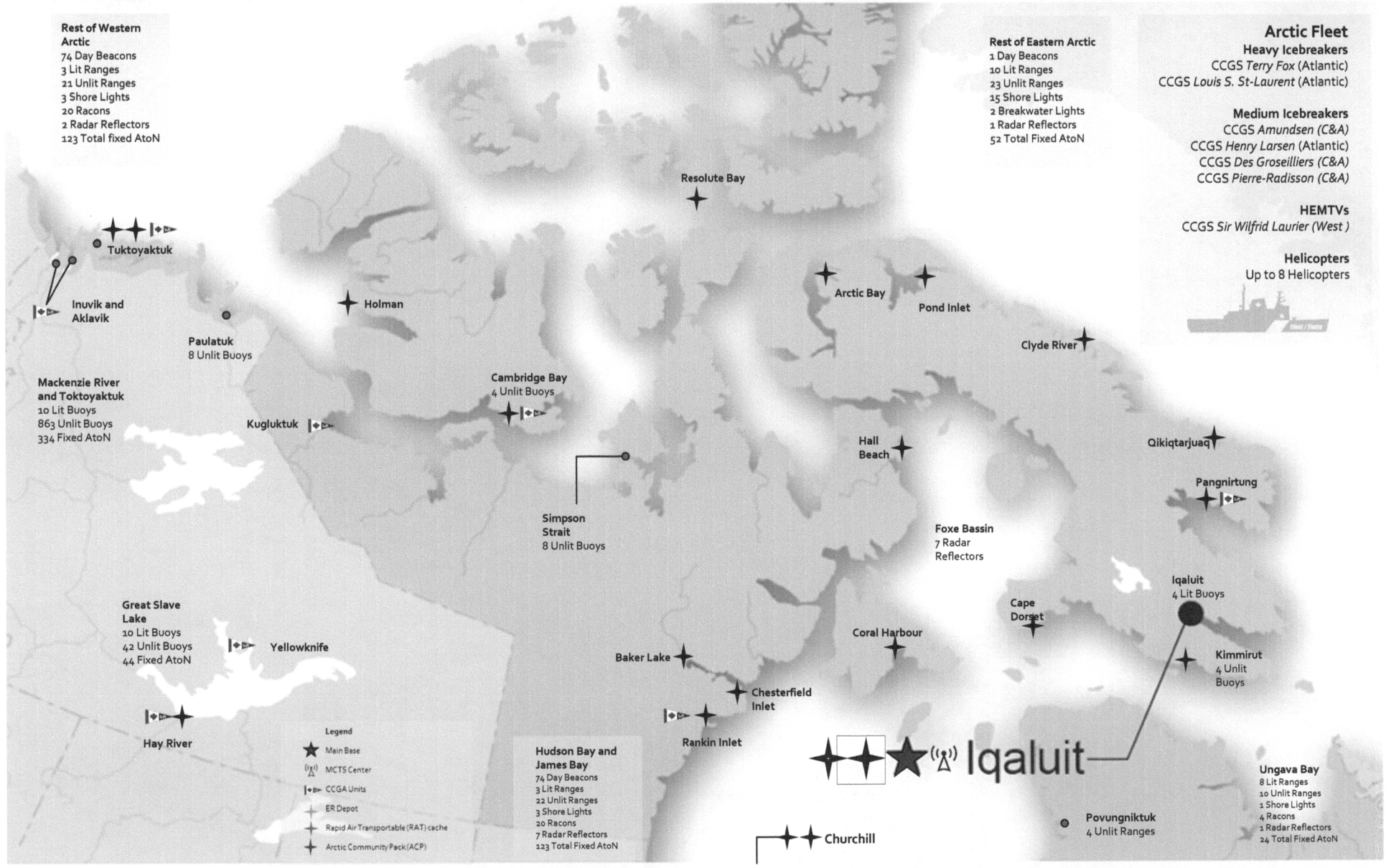
MCTS centre operates on a seasonal basis, eight months of the year.

As Arctic shipping season is extended, seasonal operation poses challenges.



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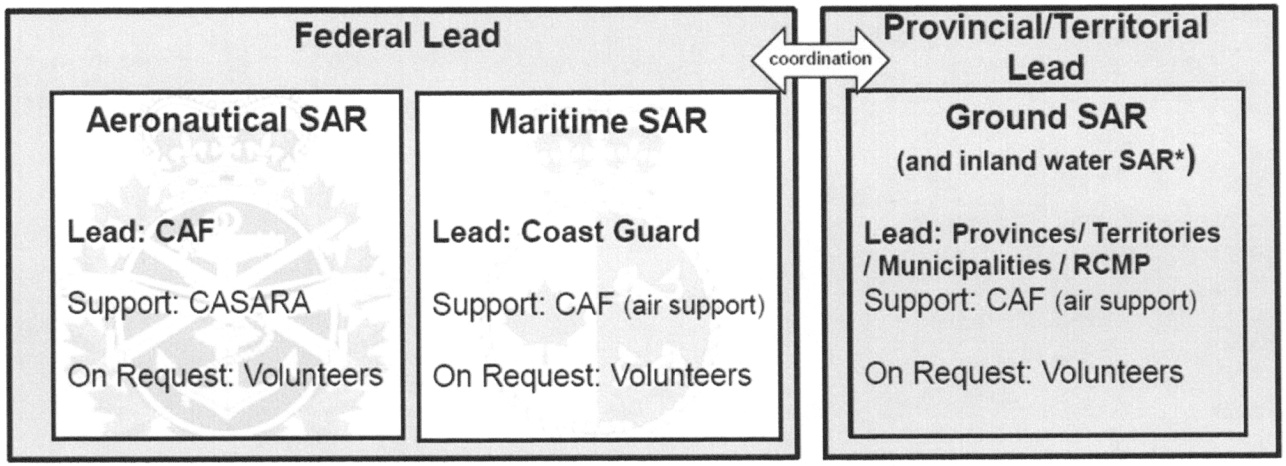
Existing resources



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Search and Rescue Mandate

In Canada, Search and Rescue is **a shared responsibility** among federal, provincial/territorial and municipal organizations, as well as volunteer organizations. The federal SAR program is led by DND, through the Canadian Armed Forces (CAF). Distinct differences exist between ground, air and maritime SAR.



- **Ground:** responsibility falls under the legal authority of the individual provinces and territories who are delegated for operational response to the jurisdictional police services.
- **Air:** the primary responsibility for the provision of aeronautical SAR services and effective coordination of both aeronautical and maritime SAR response is assigned to the CAF.
- **Maritime:** CCG (mandated through the *Oceans Act* and *the Canada Shipping Act, 2001*) leads the maritime component of the federal SAR system through distress monitoring, and coordination.

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SAR Program Description: 24/7

The CCG and the CAF jointly staff 3 **Joint Rescue Coordination Centres** (JRCCs), located in Halifax, Trenton, and Victoria.

The CCG also operates a **Marine Rescue Sub-Centre** located in Quebec City for additional bilingual coordination capacity (MRSC St. John's was closed in 2012).

The three JRCCs and the MRSC maintain an around-the-clock watch, poised to coordinate a joint Royal Canadian Air Force (RCAF) /CCG response to aeronautical and maritime SAR incidents, as required



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SAR Program Assets

The CCG's ensures that safe, reliable, professionally crewed, and operationally capable vessels, vehicles, and helicopters are available to respond.

Canadian Coast Guard primary SAR resources mobilize within a 30 minute reaction time standard, 99% of the time. Primary SAR resources include:

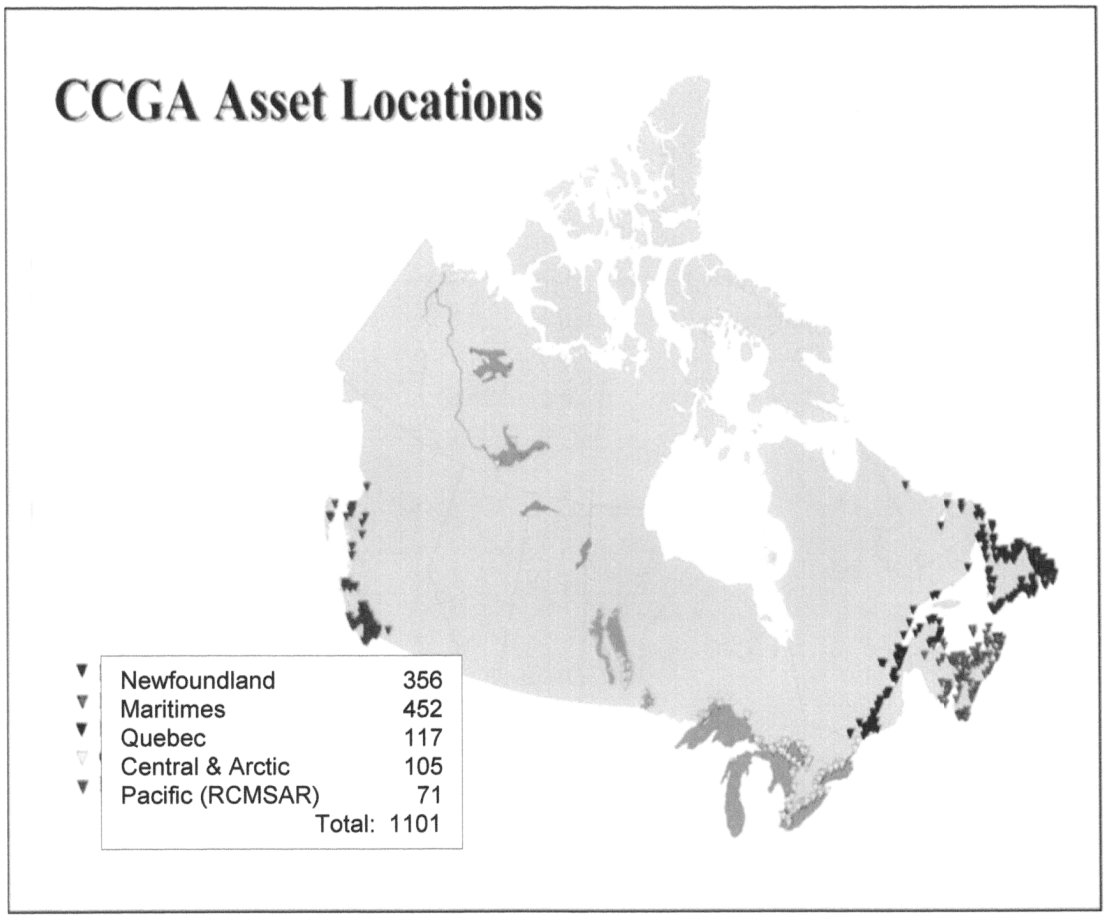
- 39 SAR **lifeboat stations**;
- A **dedicated hovercraft station** (Sea Island/Vancouver, BC) with CCG's only dive team (available 24/7);
- 25 **inshore rescue boats** (IRB's) that maintain a 30 minute or less reaction time during peak season
- CCG **patrol mode vessels** provide SAR coverage for 6 offshore SAR zones, plus;

More than 80 multi-tasked vessels and 22 helicopters able to provide additional SAR capacity (secondary SAR resources must achieve a one hour reaction time).

. Maritime response capacity is further enhanced by the **Canadian Coast Guard Auxiliary** (CCGA), a national network of over 4,000 volunteers

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CCG-Auxiliary regions & unit locations



The CCGA operates a fleet of over 1,100 vessels, many of which are owner-operated. Some regions however, rely extensively on community-owned (SAR Dedicated) vessels.

CCGA *assets are strategically located between CCG assets where maritime traffic is concentrated and marine risks are high.

CCGA volunteers are experienced mariners who are familiar with the local environment and typically respond to more than 25% of all maritime incidents in Canada.

*Asset map is from 2013, however there are currently 9 CCGA units operating in the Arctic region.

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CCGA – Arctic

- The Canadian Coast Guard's key partner in Maritime SAR, the Coast Guard Auxiliary, operate 11 vessels in 9 locations in northern Canada, with approximately 100 Canadian Coast Guard Auxiliary members

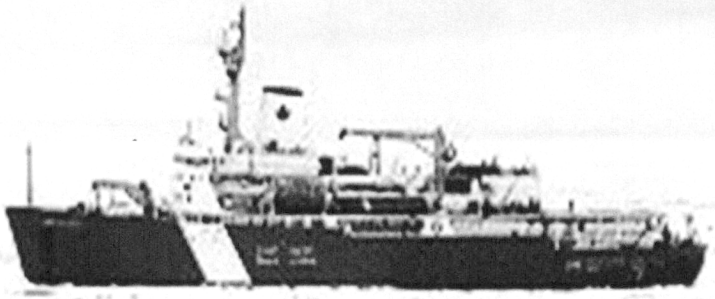
288-Yellowknife	**510-Aklavik**
290-Hay River	**523-Pangnirtung**
292-Inuvik Marine Rescue	**525-Kugluktuk**
344-Cambridge Bay	**532-Tuktoyaktuk**
503-Rankin Inlet	

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Arctic SAR Project Overview

- The objective of the Arctic SAR project is to enhance maritime SAR response capacity throughout the Arctic and ensure that resources and volunteers are properly trained, insured, tasked through a rescue centre and reimbursed for costs associated to marine SAR preparation and response activities.

- The proposal was publically announced on July 30th, 2015.



http://news.gc.ca/web/article-en.do?mthd=tp&crtr.page=1&nid=1009409

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Arctic SAR Project Element #1



- Immediate expansion of the CCG-Auxiliary in the Arctic
  - **Objective** is for CCGA to bring into their membership the existing marine SAR resources currently operating in the Arctic (Kativik = 16 units, Nunuvut approx. 6-10 units)
  - **Timeframe** = 2-3 years
  - CCGA will target 10 units per year, or until all existing units who desire to participate as volunteer marine SAR responders, are members of the CCGA

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Arctic SAR Project Element #2



- CCG led review of maritime SAR requirements in Arctic
  - **Objective –** To complete a review of maritime SAR requirements throughout the Arctic coastal communities without existing maritime SAR resources, in order to develop an approach to further expand SAR services in the region
  - **Timeframe** = Two year review process and development of forward looking proposal

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Next Steps



- How much boating activity occurs in your community?
- What are the marine risks in your communities?
- What would your community require in order to participate in maritime SAR response?
- Do you believe people in your community would be interested in becoming SAR volunteers?
- What would be the best approach to attracting, training and tasking volunteers?

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- Project approved in summer 2015 to support expansion of CCG Auxiliary units across Arctic waters
- Project lead in C&A Region with role of NHQ in second year of project.
- Funding in two parts:
  - 2 year project funding for CCG to develop action plan to on bring units based in Arctic communities into CG Auxiliary
  - On-going funding for CG Auxiliary (through the Contribution Agreement) to cover costs of expansion (*training, operations and administration*)
- Actions to date:
  - CG SAR C&A Region has met with CG Aux regions of Quebec (based in Montreal) and C&A (based in Toronto for Ontario, Manitoba and Arctic) and presented project and discussed strategy and roles as well as timing
  - CCG SAR C&A has met with regional and territorial government agencies in northern Quebec (Kativik Regional Government) and in Iqaluit to discuss the project and potential of partnership and how to move forward
  - CCG SAR C&A held meetings with CG Aux Quebec Inc. and CA& Inc. together with governments of Nunavut and Kativik to begin cooperation and working group.
  - CCG SAR C&A has travelled to Kuujjuaq and a second community to meet community members, current rescue unit members and evaluate the operation.
- Current Situation:
  - There are 7 existing CGAux units operating on Arctic waters at this time (Pangnirtung, Rankin Inlet, Cambridge Bay, Kugluktuk, Tuktoyaktuk, Inuvik, Aklavik)
  - KRG has established rescue boats / teams in 14 communities within the last 5 years – these have not been brought into the CGAux (*funding restrictions on CGA's part*)
  - CCG / CGA hopes to bring 3-4 of these units into the CGA by spring 2016
  - Nunavut has also established community rescue units in a small number of communities – these have not been brought into CGA for same reason as Kativik units (funding constraints of CGA)
  - CCG /CGA looks to bring a small number of these into the CGA on the same timeline as Kativik units.
- Next Steps:
  - Nov 16, 2015 - CCG SAR C&A to meet with government representative of NWT and discuss future partnership and possible effectiveness of units in Paulatuk, Ulukhaktuk and Sachs Harbour.
  - Dec 7, 2015 - CCGA SAR C&A visiting potential new SAR units Baffin Island communities in the company of Nunavut government representatives in December – communities include Iqaluit, Pond Inlet, Igloolik and Cape Dorset
  - Jan – March 2016 – once CCG SAR C&A determines, in partnership with regional and territorial governments, the communities that should have units brought into the CGAux, members of the CG Aux in C&A Inc. and Quebec Inc. will provide classroom training to new members. Classroom training involves SAR as well as administration responsibilities for CGA members.
  - Spring/Summer 2016 will see new units undergo on-water training and ultimately being officially tasked as required by JRCC Halifax or Trenton.
  - 2016 will see CCG SAR continue to evaluate communities for future CGA units and to evaluate new CGA units to verify effectiveness of training and operations.
- March 2017 – project report will be submitted outlining strategy, steps taken, evaluations of work to date and recommendations for next steps beyond project funding to provide further effective and efficient expansion of CGAux units in Arctic communities.

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Overview

The Arctic SAR project is comprised of two parts; the first is solely the responsibility of the CCG and is the evaluation of boating activity in/around a community, the risks associated with that activity, as well as the SAR capability of the community to respond in the event someone needs assistance on the water. The second part of this project is shared by CCG and CG Auxiliary and is enhancement of the SAR capability in communities through the expansion of the CCG Auxiliary across the Arctic.

The 2-year project began in the summer of 2015 with the announcement of an additional $500K in Grant and Contribution funds for CCG Auxiliary operations. The objectives of the project is to visit the 14 ocean based communities in Nunavik, 25 in Nunavut and 6 in NWT, evaluate each as described above but most importantly, meet members of the communities (i.e. mayor, Senior Administration Officer (SAO), hunters, fishers, trappers, police, Rangers, first responders and boaters) to determine if a CG Auxiliary unit can be established in the community.

Community visits have been made by a team comprised of CCG and CGA personnel and both aspects of the project have been actioned during one visit. If the community is deemed capable and is motivated to become a member of the CGA, after on-going communications, a second visit is carried out to sign up members and plan training.

Current Status

Before the project commenced, there were 7 CG Auxiliary units on the Arctic Ocean waters – Pangnirtung, Rankin Inlet, Cambridge Bay, Kugluktuk, Tuktoyaktok, Inuvik, and Aklavik – with over 70 members. As of November 2016, 34 communities have been visited with the vast majority having been very interested and enthusiastic about becoming part of the National SAR System. If they were not interested or enthusiastic it was because they were not at all familiar with the CG Auxiliary or did not have an organised SAR capability within their community. Our strategy there is for CG to continue dialogue about boating safety, SAR response and to generate community interest so the community invites the CGA back for membership discussions.

New units have been established in Kuujjuaq, Kangirsujuaq (Nunavik) and Gjoa Haven (Nunavut). A unit has also been established in the Inuit/Dene/Cree community of Churchill (Manitoba) with the support of Parks Canada. Additional units are expected to be operational for next season in Arviat, Clyde River, Qikiktarjuaq, Iqaluit, Pond Inlet, Resolute (Nunavut), Ulukhaktuk, Paulatuk (NWT) and Kangisuk, Quataq and Salluit (Nunavik). This number may increase pending the amount of training that can be provided to the enthusiastic new members of many communities. The number of CGA members is now over 140 in Arctic waters.

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Training

The training of members is based on a new CG Aux created training program certified by Transport Canada for SVOP and MED A3. There are 2 phases to the training program; each phase involves 10 hours classroom and 10 hours on the water. It was designed by volunteers for volunteers so can be taught in modules a few hours a night during the week or in its entirety on a weekend.

The philosophy of the CCG and CGA is that we empower local people to not only manage and operate the CG Auxiliary units in their communities, but to become certified instructors with CGA and teach the course in their community and beyond – north and south. Some materials have already been translated into Inuktitut and the local instructors can deliver the course in either English or Inuktitut. Currently, there are 4 certified instructors in Nunavik, several from existing units in the western Arctic and more to be certified as the membership grows.

Training will be provided through the winter, taking advantage of the weather, with the 10 hour classroom sessions of Phase 1 and 2 being presented initially in January and February in Iqaluit, Kuujjuaq and Yellowknife. Later in the year when the ice departs, a classroom refresher will be given and the on-water sessions will be carried out.

The number of new operational units will be dependent on the success of the delivery of the courses – number of courses and participants available as well as by financial constraints of available G&C funding. Instruction will be supported as required by instructors from established units in the south, Quebec and Ontario and by western Arctic. Financially, in addition to the annual $500K G&C established in 2015 for Arctic CG Aux, another $300K will be available in April 2017 and a final supplement of $300K (on-going) will be available in April 2018. The $1.1 million G&C Budget *should* be sufficient to pursue full Arctic community SAR operations.

Boats

During the first year of the project, visits to communities to evaluate activity, risks and opportunities clearly revealed that a barrier to the establishment of CGA units was the availability of appropriate vessels for SAR response. Most vessels in communities are 18-24 feet, single engine and in many cases the freighter canoe is predominant. This was not a surprise and proposals to expand a potential program in the south to Arctic waters materialised in early November 2016. The Government has announced that there is $1 million / year for 4 years to provide appropriate vessels to communities that cannot identify one within. These communities must establish a CGA unit in order to be considered for this program.

While the southern "community boats" program is considering an RHI design, the Arctic SAR Project is considering a design that is more familiar to Arctic communities and perhaps more appropriate for use there. The proposal is for a 28-foot aluminum, twin engine patrol boat that many Canadian manufactures currently produce and is used by existing CGA units in the south as well as police forces. This vessel is 1/3 the price of an RHI and therefore it is possible to realise over 20 hulls being available to communities from the 4 year program.

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Next Steps

During the week of Nov 28th, the Arctic Project Team will present to the Kativik Regional Government (Nunavik) at their quarterly meeting and provide them a current picture of progress and plans for the winter. Unique to Nunavik, over 10 years ago the KRG provided each of their 14 communities dedicated rescue boats and training to the crews. These boats remain in very good condition and along with the crews are easily brought into the CG Auxiliary. While process must be followed and training undertaken, it is expected that many of the 14 communities in Nunavik could become operational for or during the 2017 boating season.

The winter months will also see the Project Team visit the remaining 10 communities yet to be visited and to return to several communities to confirm membership and expectations of membership and also to discuss the possibility of obtaining a rescue boat if no appropriate vessels can be identified within the community.

The two-year Arctic SAR project comes to an end in March 2017, however as descried above, many of the results of efforts will be realised in the spring and summer of 2017 and beyond. Funding has been requested to extend efforts already made in order to support CG Aux in their development of new units. This funding extension should be small / short with the arrival of new A-based funds for a GT-05 Arctic CGA Liaison Officer and a PM-05 Community Boats Manager.

In closing, it is important to recognize the efforts of the CG Auxiliaries of Quebec and Central & Arctic Region whose commitment to this expansion of SAR services and membership to Canadians across the Arctic has been invaluable and will be imperative to the success of the project. The realisation of an entirely separate and autonomous Arctic CG Auxiliary Region probably will not be feasible until 2-3 years as the new members will have to become experienced in all facets of running a CGA entity. This includes SAR response, administration and management duties, and responsibility for over $1 million dollars, the safety of its members on the water, the upkeep of vessels and the saving of lives of people in distress on the Arctic Ocean. Through the mentorship and support of the existing Quebec and C&A Auxiliaries, the CG Auxiliary Arctic Region will soon become the new member of the CCG and CGA family.

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AIR NUNAVUT

Iqaluit Airport
P.O. Box 1239
Iqaluit, Nunavut X0A 0H0
867-979-4018 / info@airnunavut.ca

Charter Quotation

Quote Number: 3634
Date Requested: 01/25/2016
Salesperson: [redacted]
Travel Date(s): 02/09/2016 - 02/11/2016
Aircraft: C-GZYO - KING AIR 200
Page: 1 of 2

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Prepared For

Canadian Coast Guard / DFO-MPO
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Attention: Mark Gagnon
Phone: 867-979-5787
Fax:
Email: bobby.christensen@dfo-mpo.gc.ca

Date	ETD	Departure City	Arrival City	ETA	Pax	ETE	SM
02/09/2016	09:00 AM	KUUJJUAQ (CYVP)	KANGIRSUK (CYAS)	09:54 AM	0	00:54	145
02/09/2016	02:00 PM	KANGIRSUK (CYAS)	KANGIQSUJUAQ (CYKG)	02:48 PM	0	00:48	127
02/10/2016	09:00 AM	KANGIQSUJUAQ (CYKG)	PUVIRNITUQ (CYPX)	10:06 AM	0	01:06	209
02/10/2016	02:00 PM	PUVIRNITUQ (CYPX)	INUKJUAK (CYPH)	02:42 PM	0	00:42	113
02/10/2016	04:00 PM	INUKJUAK (CYPH)	KUUJJUARAPIK (CYGW)	06:36 PM	0	01:06	221
02/11/2016	09:00 AM	KUUJJUARAPIK (CYGW)	KUUJJUAQ (CYVP)	09:12 AM	0	01:42	404
						06:18	1,219

	Qty	Rate	Amount
SUBTOTAL			29,951.25
GST			1,497.56
GRAND TOTAL			**$31,448.81**

Comments

CHARTER #1

Disclaimer(s)

PAYMENT: Unless specified, full payment is due prior to aircraft departure for all charters.
METHOD OF PAYMENT: Wire Transfer, Cheque, Visa, Mastercard or American Express (credit card payments subject to 3% administration fee).
PAYMENT BY CHEQUE: Payable to Air Nunavut Ltd / Address: 1190 Keith Ross Drive, Oshawa, Ontario L1H 7K4
ADDITIONAL: CARS Call-Outs; Weather Observation and/or Runway Maintenance Call-Outs; Aircraft De-Icing; Specific Catering (if requested); and Route Deviations or Overnights due to unforeseen circumstances will be billed at an additional cost.
DESTRUCTION OF PROPERTY: Any damage to Air Nunavut property or any act of vandalism in any manner will be charged back to the client and/or signing authority.

CANCELLATION TERMS:
Within 48 hours of the planned departure, 50% of the total contract price.

Your signature below constitutes your confirmation and agreement to this charter

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AIR NUNAVUT

Iqaluit Airport
P.O. Box 1239
Iqaluit, Nunavut X0A 0H0
867-979-4018 / info@airnunavut.ca

Charter Quotation

s.19(1)

Quote Number: 3634
Date Requested: 01/25/2016
Salesperson: [redacted]
Travel Date(s): 02/09/2016 - 02/11/2016
Aircraft: C-GZYO - KING AIR 200
Page: 2 of 2

Prepared For

Canadian Coast Guard / DFO-MPO
Mark Gagnon
401 King Street West
PO Box 1000
Prescott, ON K0E 1T0

Attention: Mark Gagnon
Phone: 867-979-5787
Fax:
Email: bobby.christensen@dfo-mpo.gc.ca

contract:

PRINT NAME: Sylvie Pelletier DATE: 2016.01.28

SIGNATURE: [signature]

This is a Confidential Charter Quote

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Public Works and Government Services Canada | Travaux publics et Services gouvernementaux Canada

Call-up Against a Standing Offer
Commande subséquente à une offre à commandes

Ship to - Expédier à

Canadian Coast Guard
520 Exmouth St, Samia On

N7T 8B1

Supplier - Fournisseur

Air Nunavut
Iqaluit Airport
P.O Box 1239
Iqaluit, Nunavut
X0A OHO

To the supplier: The standing offer identified below is accepted as follows: You are required to supply the goods or services, or both, shown below at the prices or on the pricing basis stated and in accordance with the other conditions stated in the standing offer. Only goods or services, or both, included in the standing offer will be supplied in the call-up against the standing offer.

Au fournisseur: L'offre à commandes indiquée ci-dessous est acceptée selon les modalités suivantes : Vous devez fournir les biens ou les services, ou les deux, indiqués ci-dessous selon les prix ou la base de tarification établie, et conformément avec les autres conditions stipulées dans l'offre à commandes. Seuls les biens ou les services, ou les deux, inclus dans l'offre à commandes seront fournis dans la commande subséquente à l'offre à commandes.

Security: The call-up includes security provisions.
Sécurité : La demande comprend des exigences en matière de sécurité.

☑ NO / NON ☐ YES / OUI — If YES, attach a SRCL to the call-up / Si OUI, joindre une LVERS à la demande

Invoices must be sent in accordance with - Les factures doivent être envoyées selon :

☐ The detailed instructions in the standing offer / *Les instructions détaillées dans l'offre à commandes*
☑ The address shown in the "Ship to" block / *L'adresse indiquée dans la case « Expédier à »*
☐ Special instructions below / *Les instructions particulières ci-dessous*

Each shipment must be accompanied by a packing or delivery slip. All invoices, bills of lading and packing slips must show the following reference numbers.

Chaque expédition doit être accompagnée d'un bordereau d'emballage ou de livraison. Les factures, connaissements et bordereaux d'emballage doivent tous porter les numéros de référence suivants.

Financial Code(s) - Code financier(s)
C9540-R14-120-0526-9HW35-6

Standing Offer No. - N° de l'offre à commandes	Requisition No. - N° de demande Order. Off. - Bur. dem. / YY - AA / Serial No. - N° de série	Client Reference No. (optional) N° de référence du client (facultatif)
E60SQ-020001/024/SQ		

The representative of the identified User signing the call-up form must indicate his or her physical address. This address will constitute the address most connected with the supply and will determine, where applicable, the place of supply for this procurement.
Le représentant de l'utilisateur désigné qui signe le formulaire de commande subséquente doit indiquer son adresse municipale, qui constituera l'adresse la plus associée à l'approvisionnement et qui déterminera, le cas échéant, le lieu d'approvisionnement pour cette commande.

520 Exmouth Street Samia ON N7T8B1

Amendment No. N° de modification	Previous Value ($) Valeur précédente ($)	Value of increase or decrease ($) Valeur de l'augmentation ou diminution ($)	Total estimated expenditures or revised Total des dépenses estimatives ou révisées
		31,448.81	31,448.81

Item No. N° de l'article	NATO Stock No. / Item Description N° de nomenclature de l'OTAN / Description de l'article	U. of I. U. de d.	Quantity Quantité	Unit Price Prix unitaire ($)	Extended Price Prix calculé ($)
	See attached Quote from Air Nunavut - Final total will be dependent on fuel costs		1.00	31448.81	31,448.81

Special Instructions - Instructions particulières

Total 31,448.81

For further information, call - Pour renseignements supplémentaires, contacter		Delivery required by - Livraison requise le (YYYY-MM-DD) (AAAA-MM-JJ)
Name - Nom Mark Gagnon	Telephone No. - N° de téléphone (519) 331-4985	2016-02-08

For internal purposes only - Pour usage interne seulement

Pursuant to subsection 32(1) of the *Financial Administration Act*, funds are available.
En vertu du paragraphe 32(1) de la *Loi sur la gestion des finances publiques*, des fonds sont disponibles.

Signature (Mandatory - Obligatoire) | Date (YYYY-MM-DD - AAAA-MM-JJ)

Approved for the Minister - Approuvé pour le Ministre

Signature (Mandatory - Obligatoire) | Date (YYYY-MM-DD - AAAA-MM-JJ) 2016.01.28

Canada

PWGSC-TPSGC 942 (01/2014)

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Fisheries and Oceans Canada | Pêches et Océans Canada
Coast Guard | Garde côtière

Canadian Coast Guard
Arctic Search & Rescue Review
Project Charter



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Project Management

TITLE	NAME
PROJECT LEADERS	Peter Garapick (Lead) **SUPERINTENDENT SAR, C&A** **CANADIAN COAST GUARD**
	Mark Gagnon (Support) SAR Program Officer Liaison for CCGA **CANADIAN COAST GUARD**
PROJECT OVERSIGHT	Sylvie Pelletier ***REGIONAL DIRECTOR*** **CCG PROGRAMS, C&A** **CANADIAN COAST GUARD**

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CHAPTER 1 PROJECT OVERVIEW

1.1 PROJECT TITLE

Canadian Coast Guard Arctic Search and Rescue (SAR) Review

s.69(1)(g) re: (a)

1.2 PROJECT TYPE

This project is a short-term two year CCG led review project,

1.3 PROJECT PURPOSE

Enhance Search and Rescue capacity in the Arctic (North of 60)

1.4 PROJECT OBJECTIVES

The objective of this project is to:

- Engage Arctic coastal aboriginal communities with no formalized marine SAR response capacity, to determine marine risks and requirements to help support future growth of SAR response capacities in their communities.

1.5 PROJECT SCOPE

The scope of the project ***includes*** a two year review, led by the CCG project manager in C&A region, focused on identifying marine risks and SAR requirements in coastal Arctic communities, generally using CCG's Risk-Based Analysis of Maritime SAR delivery (RAMSARD) process. This review targets coastal Arctic communities with no existing marine SAR capacity.

Once community engagement has been completed and marine risks are identified, analysis of incident data, options for growth and SAR requirements will be developed and included in a final project report. The results of the review will then be used to support a departmental proposal identifying the best approach for future growth of the marine SAR program in the Arctic region.

1.6 GUIDING PRINCIPLES

The following guiding principles will be adhered to:

- Focus engagement on two key elements;
  1) ability for communities to easily become members of a CCGA unit in their community (do they already possess required elements to become members?) and;
  2) additional requirements to become part of the SAR system if communities do not currently have the capacity to join CCGA (vessel requirements, demonstrated marine risks in the community etc.)

The review must support efficient and effective decision-making, and provide consistent information from community to community.

Regional, geographic and workload considerations must be considered in recommending specific program growth opportunities.

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The review must consider impacts on program delivery and the corporate risk profile.

The organization should focus on providing efficient and effective business support services by eliminating unnecessary processes and structural overhead.

1.7 PROJECT DELIVERABLES

1. Engagement with coastal aboriginal communities to gather information and identify marine risks
2. An analysis which would identify risks and maritime SAR requirements in the Arctic, by community.
3. A final project report that will help inform future policy decisions and growth proposals
4. Increased awareness of marine SAR capacities in the Arctic and better collaboration with Arctic partners/stakeholders

1.8 BUDGET

Of the below table, only Vote 1 costs are associated to the Arctic review process. Funding in year one is to support salaries for the project manager and support staff. Plus O&M to initiate the review, including travel to coastal Arctic communities that do not currently have marine SAR response capacity. Engagement with communities will support the identification of marine risks and requirements to participate in the federal SAR system. (Also see table 2, under section 1.9)

Table 1

TOTAL COST	2015/16	2016/17	2017/18	2018/19	2019/20	5-YEAR TOTAL	ONGOING
VOTE 1: OPERATING							
Salary & Wages	179,374	266,493	0	0	0	445,867	0
Other Operating Costs	444,675	272,338	0	0	0	717,013	0
EBP	35,875	53,299	0	0	0	89,173	0
Accomodations	22,208	32,994	0	0	0	55,203	0
Sub-Total (Vote 1)	682,131	625,124	0	0	0	1,307,255	0
VOTE 5: CAPITAL							
Personnel	0	0	0	0	0	0	0
Other Operating Costs	0	0	0	0	0	0	0
EBP	0	0	0	0	0	0	0
Accomodations	0	0	0	0	0	0	0
Sub-Total (Vote 5)	0	0	0	0	0	0	0
VOTE 10: GRANTS AND CONTRIBUTIONS							
Grants	0	0	0	0	0	0	0
Contributions	500,000	500,000	500,000	500,000	500,000	2,500,000	500,000
Sub-total (Vote 10)	500,000	500,000	500,000	500,000	500,000	2,500,000	500,000
GRAND TOTAL (ALL VOTES)	1,182,131	1,125,124	500,000	500,000	500,000	3,807,255	500,000

Budgetary Responsibilities:

Coast Guard C&A region will be responsible for funding, salaries, travel, and any related O&M for this review and the community engagement costs, i.e. printing and translation costs, hospitality costs etc. The project manager must ensure that costs associated to this project are tracked under the project code.

The CCGA will be responsible for any costs related to recruiting, training and unit start-up costs and equipment for new Arctic units brought into their membership as a result of these consultations and engagement sessions, within their existing CCGA Contribution Agreement eligible expenses.

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s.69(1)(g) re: (a)

1.9 IMPLEMENTATION PLAN

The implementation of the Arctic SAR review project commenced in Fall 2015. Engagement and consultation with communities could occur up until March 2017,

See 2015-16 engagement/consultation schedule and budget below.

Table 2

Item	Cost	Description
CGA-CCG Meeting #1 - Ottawa	$2K	Gagnon, Garapick – meet with CGA Quebec and C&A Inc. as well as National HQ personnel - Monday, Sept 14
Arctic Trip #1 - Nunavik & Nunavut	$5K	Gagnon to meet territorial and regional government representatives in Iqaluit and Kuujjuac; review existing SAR operation in Kangirsuk, Sept 28 – Oct 2
Arctic Trip #2 – NWT (Yellowknife, Hay River)	$15K	Garapick, Gagnon, Sharp – meet with CGA C&A Inc representatives, GNWT personnel as well as JTFN and RCMP – Nov 19-23
CGA-CCG Meeting #2 - Ottawa	$0.7K	Gagnon with CG Aux Quebec and C&A Inc - Dec 2
Arctic Trip #3 – Baffin Island	$50K	Bellefontaine, Erland, Gagnon, Garapick along with Nunavut representative – visit Pang, Clyde, Pond, Igloolik, Dorset communities – Dec 6 - 12,
Arctic Trip #4 – Nunavik	$50K	Gagnon, Sharp, Bellefontaine, Erhland and CGA representitives – Jan 17 - 23,
Arctic Trip #5 – Hudson Bay	$50K	Garapick, Gagnon, Sharp, Bellefontaine - Feb 7 – 13; may include Nunavut/Northern MB Mayor's Meeting in Churchill MB
Arctic Trip #6 – Central Arctic NWP	$50K	Garapick, Gagnon, Sharp – Feb 21 – 27
Arctic Consultation (hosting)	$150K	Garapick, Gagnon, Sharp, Erland, Bellefontaine – Feb 27-28
Southern Meetings with CGAux / CCG	$15K	Meetings with CGA Quebec & Ontario and Ottawa
SAR Related give-aways for community visits	$10K	CCG Plaques, whistles and safety rope bracelets with CCG RCC Contact Info
Printing & Translation	$15K	
Contingency Funds	$31.3K	
TOTAL	**$444K**	Initial Budget $444K (to be verified)

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1.10 PROJECT ASSUMPTIONS

The following are the assumptions on which the costing exercise will be conducted:

1) That the anticipated community support for the project allows the project team to meet their engagement timelines.

2) The project will be completed within the planned timelines noted within the funding proposal. (2015/16 - 2017/18)

1.11 PROJECT CONSTRAINTS

The main constraints for the project are the project schedule and the availability of resources (financial and human resources) to support the project. Additionally a constraint when operating in the Arctic is weather, ability to travel to require communities and community participation/ availability during the non-boating season.

1.12 PROJECT RISKS

There is risk of creating an expectation in communities based on the engagement and consultation planned within the review process. Through discussions with these communities on marine risks and requirements to participate in the SAR system we could be building an expectation that these communities will definitely get an opportunity to become CCGA members and part of the SAR system. However, if they currently do not meet requirements to participate in the SAR system as CCGA members this could be a false hope expectation as we have not yet presented the results of the review, identified growth requirements or recommendations and sought approval for additional growth in these communities.

Additionally, there is a risk within Northern communities of responder fatigue because the current system targets the same few community members to assist in all SAR operations leading to high risk of fatigue for these responders. This initiative will mitigate that risk by ensuring an appropriate number of trained responders within the community to respond to taskings for maritime assistance, reducing current pressures on ground SAR resources trying to assist with maritime SAR activities.

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CHAPTER 2 PROJECT MANAGEMENT

Chapter 2 provides information on how the Arctic Search and Rescue Project will be managed. It includes information on the project organization and the project management structures for project control and reporting.

2.1 PROJECT ORGANIZATION

This section identifies the names and roles of the project stakeholders. It summarizes the management and accountability framework under which participating organizations and individual will operate.

The following table (Table 1) identifies the roles and responsibilities of the project team and supporting organizations during project implementation. It illustrates the working relationships and organizational interfaces at a summary level.

The table also includes the Responsibility Assignment Matrix (RAM) –

RAM values: **R** = responsible for the work; **P** = participate in doing work when required; **I** = input; **S** = signoff authority.

Table 1: Responsibility Assignment Matrix

Name / Position / Role	Responsibility	RAM*
Peter Garapick ***Role: Project Leader***	**Accountability** - Provides leadership to project team. - Communicates with stakeholders. **Strategic Fit** - Assures Project is in line with the organization's strategic goals. - Confirms project direction and advocate for the project. - Monitors environment to help project adjust, if necessary. **Own the Final Product** – Helps define the scope, schedule and resources needed. Ensures project is delivering on outcomes. – Validate all project phases with project directors. – Sign off on charter and requirements documents.	R, P, S
Mark Gagnon ***Role: Support Staff***	**Accountability** – Meet with project leaders as required, to review project timeline, key milestones and outstanding	R, P, I

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Name / Position / Role	Responsibility	RAM*
	issues. – Share accountability for the project. – Hold project leaders accountable for meeting objectives, producing deliverables, conducting reviews, and communicating changes to all impacted areas. – Be readily available and accessible for consultation with project leaders – Assist in resolving regional and headquarters problems if roadblocks occur **Own the Final Product** – Helps define the scope and recommendations of the final review report. – Ensure project is delivering on outcomes.	
Sylvie Pelletier Director, CCG Programs ***Role: Project Director***	- Reviews project documentation - Assists Project Leader as required. - Oversees project progress	I, S
Tara Bellefontaine / TBD Policy Analyst, Preparedness and Response NHQ ***Role: Year 2 - National Headquarters Project Support***	- Develops and updates project documentation - Prepares communication documentation. - Assists with review report and subsequent proposal creation for departmental approval - Ensures project alignment with approval proposal	R, P, I
JRCC Staff (Trenton/Halifax) ***Role: Project Support***	- Assist with community engagement when required - Provide technical project support re: community requirements - Provides input, as required, to National Project Coordinator	R, P, I
Regional SAR Superintendents (C&A / Atlantic) ***Role: Program Advisors***	- Advises the National Project Coordinator on key risks or issues affecting the project - Advises the Project Manager on regional specific issues or logistics	I

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2.2 PROJECT REPORTING

The Project Leaders will provide progress status reports to Management on a regular basis or when critical project milestones and deliverables are achieved.

2.3 PROJECT CLOSE OUT

The Arctic SAR Review project will be completed after the second year by March 31st, 2017. Results, findings and recommendations will be made to senior management to seek approval for a proposal for further enhancement of marine SAR capacities with the Arctic.

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CHAPTER 3 METHODOLOGY

Chapter 3 provides information on the methodology to be used for the Arctic SAR Review process.

Commented [TB1]: You could change the below and just use the outline of the RAMSARD process... which I can provide if you decide that's more relevant.
The header implies you'll discuss the review methodology but the included content tle from previous version is more focused on deliverables so not sure what is best to include here... Could add a 3.2ection with RAMSARD basic methodology steps... see added below

3.1 DELIVERABLES AND MILESTONES

The below presents the key deliverables and milestones of the Arctic SAR Review project.

Table 1: Major Project Deliverables and Milestones

MILESTONE / DELIVERABLE	DUE DATE	RESPONSIBLE
1. Project Planning and Approval		
	Fall 2015	Project Leader
2. Engagement with CCG Auxiliary Regions		
	October 2015	Project Leader
3. Engagement with coastal Arctic communities		
	Fall – Winter 2015/2016	Project Leader
4. Communications Plan & Governance Structure		
		Project Team
5. Joint Workshop – Implementation Plan		
		Project Leader
6. Development of review report		
		Project Team
7. Recommendations to Senior management for further growth		
		Project Team
8. Monitoring & Reporting		

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9. Revisions to Implementation Plan & Other Key Documents		
Any necessary revisions will be made based on lessons learned throughout first season and documents will be finalized.		
10. Final Proposal of findings and recommendations to Cabinet		
		Project Lead and NHQ Project Support

3.2 REVIEW METHODOLOGY OUTLINE (RAMSARD)

CCG's Risk-based Analysis of Maritime SAR Delivery (RAMSARD) methodology is based on the below key components to review any given SAR area. This review will focus its efforts on identifying marine risks and possible mitigation options with the assistance of communities through engagement.

The six step process includes:

1) Initiation – geographic areas (SAR zones) and teams identified
2) Risk Identification – data evaluation; consultations
3) Risk Estimation – frequency and consequence; current control measures evaluated
4) Risk Evaluation – risk acceptance determined; residual risks evaluated
5) Risk Control – risk control measures validated; alternatives and impacts identified
6) Action and Monitoring – risk control option(s) selected, implemented and monitored

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TITLE	NAME
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	Mark Gagnon (Support) SAR Program Officer Liaison for CCGA **CANADIAN COAST GUARD**
PROJECT OVERSIGHT	Sylvie Pelletier **REGIONAL DIRECTOR** **CCG PROGRAMS, C&A** **CANADIAN COAST GUARD**

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CHAPTER 1 PROJECT OVERVIEW

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s.69(1)(g) re: (a)

Canadian Coast Guard Arctic Search and Rescue (SAR) Review

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Of the below table, only Vote 1 costs are associated to the Arctic review process. Funding in year one is to support salaries for the project manager and support staff. Plus O&M to initiate the review, including travel to coastal Arctic communities that do not currently have marine SAR response capacity. Engagement with communities will support the identification of marine risks and requirements to participate in the federal SAR system. (Also see table 2, under section 1.9)

Table 1

TOTAL COST	2015/16	2016/17	2017/18	2018/19	2019/20	5-YEAR TOTAL	ONGOING
VOTE 1: OPERATING							
Salary & Wages	179,374	266,493	0	0	0	445,867	0
Other Operating Costs	444,675	272,338	0	0	0	717,013	0
EBP	35,875	53,299	0	0	0	89,173	0
Accomodations	22,208	32,994	0	0	0	55,203	0
Sub-Total (Vote 1)	682,131	625,124	0	0	0	1,307,255	0
VOTE 5: CAPITAL							
Personnel	0	0	0	0	0	0	0
Other Operating Costs	0	0	0	0	0	0	0
EBP	0	0	0	0	0	0	0
Accomodations	0	0	0	0	0	0	0
Sub-Total (Vote 5)	0	0	0	0	0	0	0
VOTE 10: GRANTS AND CONTRIBUTIONS							
Grants	0	0	0	0	0	0	0
Contributions	500,000	500,000	500,000	500,000	500,000	2,500,000	500,000
Sub-total (Vote 10)	500,000	500,000	500,000	500,000	500,000	2,500,000	500,000
GRAND TOTAL (ALL VOTES)	**1,182,131**	**1,125,124**	**500,000**	**500,000**	**500,000**	**3,807,255**	**500,000**

Budgetary Responsibilities:

Coast Guard C&A region will be responsible for funding, salaries, travel, and any related O&M for this review and the community engagement costs, i.e. printing and translation costs, hospitality costs etc. The project manager must ensure that costs associated to this project are tracked under the project code.

The CCGA will be responsible for any costs related to recruiting, training and unit start-up costs and equipment for new Arctic units brought into their membership as a result of these consultations and engagement sessions, within their existing CCGA Contribution Agreement eligible expenses.

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1.9 IMPLEMENTATION PLAN

The implementation of the Arctic SAR review project commenced in Fall 2015. Engagement and consultation with communities could occur up until March 2017,

See 2015-16 engagement/consultation schedule and budget below.

s.69(1)(g) re: (a)

Table 2

Item	Cost	Description
CGA-CCG Meeting #1 - Ottawa	$2K	Gagnon, Garapick – meet with CGA Quebec and C&A Inc. as well as National HQ personnel - Monday, Sept 14
Arctic Trip #1 - Nunavik & Nunavut	$5K	Gagnon to meet territorial and regional government representatives in Iqaluit and Kuujjuac; review existing SAR operation in Kangirsuk, Sept 28 – Oct 2
Arctic Trip #2 – NWT (Yellowknife, Hay River)	$15K	Garapick, Gagnon, Sharp – meet with CGA C&A Inc representatives, GNWT personnel as well as JTFN and RCMP – Nov 19-23
CGA-CCG Meeting #2 - Ottawa	$0.7K	Gagnon with CG Aux Quebec and C&A Inc - Dec 2
Arctic Trip #3 – Baffin Island	$50K	Bellefontaine, Erland, Gagnon, Garapick along with Nunavut representative – visit Pang, Clyde, Pond, Igloolik, Dorset communities – Dec 6 - 12,
Arctic Trip #4 – Nunavik	$50K	Gagnon, Sharp, Bellefontaine, Erhland and CGA representitives – Jan 17 - 23,
Arctic Trip #5 – Hudson Bay	$50K	Garapick, Gagnon, Sharp, Bellefontaine - Feb 7 – 13; may include Nunavut/Northern MB Mayor's Meeting in Churchill MB
Arctic Trip #6 – Central Arctic NWP	$50K	Garapick, Gagnon, Sharp – Feb 21 – 27
Arctic Consultation (hosting)	$150K	Garapick, Gagnon, Sharp, Erland, Bellefontaine – Feb 27-28
Southern Meetings with CGAux / CCG	$15K	Meetings with CGA Quebec & Ontario and Ottawa
SAR Related give-aways for community visits	$10K	CCG Plaques, whistles and safety rope bracelets with CCG RCC Contact Info
Printing & Translation	$15K	
Contingency Funds	$31.3K	
TOTAL	**$444K**	Initial Budget $444K (to be verified)

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1.10 PROJECT ASSUMPTIONS

The following are the assumptions on which the costing exercise will be conducted:

1) That the anticipated community support for the project allows the project team to meet their engagement timelines.

2) The project will be completed within the planned timelines noted within the funding proposal. (2015/16 - 2017/18)

1.11 PROJECT CONSTRAINTS

The main constraints for the project are the project schedule and the availability of resources (financial and human resources) to support the project. Additionally a constraint when operating in the Arctic is weather, ability to travel to require communities and community participation/ availability during the non-boating season.

1.12 PROJECT RISKS

There is risk of creating an expectation in communities based on the engagement and consultation planned within the review process. Through discussions with these communities on marine risks and requirements to participate in the SAR system we could be building an expectation that these communities will definitely get an opportunity to become CCGA members and part of the SAR system. However, if they currently do not meet requirements to participate in the SAR system as CCGA members this could be a false hope expectation as we have not yet presented the results of the review, identified growth requirements or recommendations and sought approval for additional growth in these communities.

Additionally, there is a risk within Northern communities of responder fatigue because the current system targets the same few community members to assist in all SAR operations leading to high risk of fatigue for these responders. This initiative will mitigate that risk by ensuring an appropriate number of trained responders within the community to respond to taskings for maritime assistance, reducing current pressures on ground SAR resources trying to assist with maritime SAR activities.

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CHAPTER 2 PROJECT MANAGEMENT

Chapter 2 provides information on how the Arctic Search and Rescue Project will be managed. It includes information on the project organization and the project management structures for project control and reporting.

2.1 PROJECT ORGANIZATION

This section identifies the names and roles of the project stakeholders. It summarizes the management and accountability framework under which participating organizations and individual will operate.

The following table (Table 1) identifies the roles and responsibilities of the project team and supporting organizations during project implementation. It illustrates the working relationships and organizational interfaces at a summary level.

The table also includes the Responsibility Assignment Matrix (RAM) –

RAM values: **R** = responsible for the work; **P** = participate in doing work when required; **I** = input; **S** = signoff authority.

Table 1: Responsibility Assignment Matrix

Name / Position / Role	Responsibility	RAM*
Peter Garapick ***Role: Project Leader***	**Accountability** - Provides leadership to project team. - Communicates with stakeholders. **Strategic Fit** - Assures Project is in line with the organization's strategic goals. - Confirms project direction and advocate for the project. - Monitors environment to help project adjust, if necessary. **Own the Final Product** – Helps define the scope, schedule and resources needed. Ensures project is delivering on outcomes. – Validate all project phases with project directors. – Sign off on charter and requirements documents.	R, P, S
Mark Gagnon ***Role: Support Staff***	**Accountability** – Meet with project leaders as required, to review project timeline, key milestones and outstanding	R, P, I

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Name / Position / Role	Responsibility	RAM*
	issues. – Share accountability for the project. – Hold project leaders accountable for meeting objectives, producing deliverables, conducting reviews, and communicating changes to all impacted areas. – Be readily available and accessible for consultation with project leaders – Assist in resolving regional and headquarters problems if roadblocks occur **Own the Final Product** – Helps define the scope and recommendations of the final review report. – Ensure project is delivering on outcomes.	
Sylvie Pelletier Director, CCG Programs ***Role: Project Director***	- Reviews project documentation - Assists Project Leader as required. - Oversees project progress	I, S
Tara Bellefontaine / TBD Policy Analyst, Preparedness and Response NHQ ***Role: Year 2 - National Headquarters Project Support***	- Develops and updates project documentation - Prepares communication documentation. - Assists with review report and subsequent proposal creation for departmental approval - Ensures project alignment with approval proposal	R, P, I
JRCC Staff (Trenton/Halifax) ***Role: Project Support***	- Assist with community engagement when required - Provide technical project support re: community requirements - Provides input, as required, to National Project Coordinator	R, P, I
Regional SAR Superintendents (C&A / Atlantic) ***Role: Program Advisors***	- Advises the National Project Coordinator on key risks or issues affecting the project - Advises the Project Manager on regional specific issues or logistics	I

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2.2 PROJECT REPORTING

The Project Leaders will provide progress status reports to Management on a regular basis or when critical project milestones and deliverables are achieved.

2.3 PROJECT CLOSE OUT

The Arctic SAR Review project will be completed after the second year by March 31st, 2017. Results, findings and recommendations will be made to senior management to seek approval for a proposal for further enhancement of marine SAR capacities with the Arctic.

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CHAPTER 3 METHODOLOGY

Chapter 3 provides information on the methodology to be used for the Arctic SAR Review process.

3.1 DELIVERABLES AND MILESTONES

The below presents the key deliverables and milestones of the Arctic SAR Review project.

Table 1: Major Project Deliverables and Milestones

MILESTONE / DELIVERABLE	DUE DATE	RESPONSIBLE
1. Project Planning and Approval		
	Fall 2015	Project Leader
2. Engagement with CCG Auxiliary Regions		
	October 2015	Project Leader
3. Engagement with coastal Arctic communities		
	Fall – Winter 2015/2016	Project Leader
4. Communications Plan & Governance Structure		
		Project Team
5. Joint Workshop – Implementation Plan		
		Project Leader
6. Development of review report		
		Project Team
7. Recommendations to Senior management for further growth		
		Project Team
8. Monitoring & Reporting		

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9. Revisions to Implementation Plan & Other Key Documents		
Any necessary revisions will be made based on lessons learned throughout first season and documents will be finalized.		

s.69(1)(g) re: (a)

3.2 REVIEW METHODOLOGY OUTLINE (RAMSARD)

CCG's Risk-based Analysis of Maritime SAR Delivery (RAMSARD) methodology is based on the below key components to review any given SAR area. This review will focus its efforts on identifying marine risks and possible mitigation options with the assistance of communities through engagement.

The six step process includes:

1) Initiation – geographic areas (SAR zones) and teams identified
2) Risk Identification – data evaluation; consultations
3) Risk Estimation – frequency and consequence; current control measures evaluated
4) Risk Evaluation – risk acceptance determined; residual risks evaluated
5) Risk Control – risk control measures validated; alternatives and impacts identified
6) Action and Monitoring – risk control option(s) selected, implemented and monitored

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Garapick, Peter

From: Gascon, Julie
Sent: March-01-16 13:20
To: Bellefontaine, Tara; Garapick, Peter; Lick, Gregory; Blais, Mélanie; Mes, Marc
Cc: O'Rourke, Neil; Pelletier, Sylvie
Subject: RE: Urgent Questions from the Minister
Attachments: Arctic SAR proposal briefing.ppt

Tara, for your consideration, the attached deck offers a lot of background. I was not sure if you had seen it; it was used in 2015 and could be helpful to provide some background.

CCGA G&C funding for Arctic expansion

- $500k/annually in Contribution funding (under current Contribution Agreement) to CCGA specifically for Arctic growth, to bring in the existing maritime SAR resources operating in the Arctic (Kativik = 16 units, Nunuvut approx. 10 units)
- Funding commenced in 2015-16 and is on-going
- CCGA should aim to bring in 10 units annually for the next two to three years, or until all existing maritime SAR units currently operating in the Arctic under territorial governments are members of the CCG

Julie Gascon
Commissaire adjointe | Assistant Commissioner
Région du Centre et de l'Arctique | Central and Arctic Region
Garde côtière canadienne | Canadian Coast Guard

s.16(2)

From: Bellefontaine, Tara
Sent: Tuesday, March 1, 2016 12:11 PM
To: Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>; Lick, Gregory <Gregory.Lick@dfo-mpo.gc.ca>; Blais, Mélanie <Melanie.Blais@dfo-mpo.gc.ca>; Mes, Marc <Marc.Mes@dfo-mpo.gc.ca>
Cc: Gascon, Julie <Julie.Gascon@dfo-mpo.gc.ca>
Subject: RE: Urgent Questions from the Minister

Hi Peter – thanks. I've already responded to Caroline McNicoll on the Arctic SAR Review questions re: the Minister's interview.

From: Garapick, Peter
Sent: March-01-16 12:06 PM
To: Lick, Gregory; Blais, Mélanie; Mes, Marc; Bellefontaine, Tara
Cc: Gascon, Julie
Subject: Re: Urgent Questions from the Minister

I am available by cell now (1200h).

Tara Bellefontaine also has all info on the project. She is cc'ed here.

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Lick, Gregory
Sent: Tuesday, March 1, 2016 11:15
To: Blais, Mélanie; Mes, Marc
Cc: Gascon, Julie; Garapick, Peter
Subject: Fw: Urgent Questions from the Minister

From OP Support, please provide site locations from CCG 101.

Please follow-up with Peter on Arctic SAR review.

Gregory Lick
Director General Operations
(Cell)

From: O'Rourke, Neil <Neil.O'Rourke@dfo-mpo.gc.ca>
Sent: Tuesday, March 1, 2016 10:58 AM
To: Lick, Gregory

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Subject: Fw: Urgent Questions from the Minister

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Brooks, Robert <Robert.Brooks@dfo-mpo.gc.ca>
Sent: Tuesday, March 1, 2016 10:57 AM
To: O'Rourke, Neil; Alvaro, Tanya; Tinley, David; Hutchinson, Jeffery; Jennings, Valérie
Subject: Urgent Questions from the Minister

s.16(2)

From: Waddell, Mark
Sent: March 1, 2016 10:53 AM
To: Hopkins, Lillian <Lillian.Hopkins@dfo-mpo.gc.ca>; Brooks, Robert <Robert.Brooks@dfo-mpo.gc.ca>
Subject: FW: Questions from the Minister

From: Murphy, Michael (NCR)
Sent: March 1, 2016 10:51 AM
To: Pashkoski, Nick <Nick.Pashkoski@dfo-mpo.gc.ca>; Waddell, Mark <Mark.Waddell@dfo-mpo.gc.ca>
Subject: RE: Questions from the Minister

Okay following up now.

From: Pashkoski, Nick
Sent: March-01-16 10:50 AM
To: Waddell, Mark
Cc: Murphy, Michael (NCR)
Subject: Questions from the Minister

Hey Mark,

I just got off the phone with the Minister. He referenced the following bullets from his speaking points for today's interview with CBC at 11am. Can we expand on them and answer his 2 questions? They are simple so we should be able to get a quick response.

- "The Canadian Coast Guard is currently conducting a review of SAR in the Arctic to inform a solid, well researched plan for development and growth of maritime SAR response capacity in the Arctic region."

  When did this begin and when will it finish?

On Environmental Response in the Arctic (CCG)

- "As part of its Emergency Response program, the Canadian Coast Guard has several equipment depot sites in the Arctic."

  Where are the sites specifically and what sort of equipment is held there?

Your help is appreciated.

Nick

Nick Pashkoski
Senior Special Assistant – North/Central
Office of the Minister of Fisheries, Oceans & the Canadian Coast Guard Fisheries and Oceans Canada/Government of Canada
nick.pashkoski@dfo-mpo.gc.ca Tel: 613-992-3474-/Cel: [redacted] TTY: 1-800-465-7735

Nick Pashkoski
Adjointe principale – Nord/Centrale
Bureau du Ministre des Pêches, des Océans et de la Garde côtière canadienne
Pêches et Océans Canada/Gouvernement du Canada
nick.pashkoski@dfo-mpo.gc.ca Tel: 613-992-3474-/Cel: [redacted] TTY: 1-800-465-7735

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Fisheries and Oceans Canada / Pêches et Océans Canada
Canadian Coast Guard / Garde côtière canadienne

SECRET



CCG's Arctic Maritime SAR Enhancement Proposal

June 2015

Canada

Presentation Objectives

- Background on CCG's Arctic SAR proposal
- A breakdown of proposal elements & funding
- Engagement
- Next steps

2

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Arctic SAR Proposal Background

- [redacted]
- [redacted]
- [redacted]

3

s.69(1)(g) re: (a)
s.69(1)(g) re: (c)

Arctic SAR Proposal Element #1

Part 1: CCGA G&C funding for immediate Arctic expansion

- $500k/annually in Contribution funding (under current Contribution Agreement) to CCGA specifically for Arctic growth, to bring in the existing maritime SAR resources operating in the Arctic (Kativik = 16 units, Nunuvut approx. 10 units)
- Funding commences in 2015-16 and is on-going
- CCGA should aim to bring in 10 units annually for the next two to three years, or until all existing maritime SAR units currently operating in the Arctic under territorial governments are members of the CCGA

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Arctic SAR Proposal Element #2

Part 2: CCG review of maritime SAR requirements in Arctic

- $1.4M over two years to complete a study of maritime SAR requirements throughout the Arctic coastal communities without existing maritime SAR resources, in order to develop an approach to further expand SAR services in the region
- Regional funding commences in 2015-16 and includes a PM06 and GT04 position for 2015-16 and 2016-17, plus one PM05 in NHQ in 2016-17 [redacted]
- See attached funding tables (slide 7)

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s.69(1)(g) re: (a)

[redacted]

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Funding Breakdown

SECRET

	2015/16	2016/17	2017/18	2018/19	2019/20	5-YEAR TOTAL	ONGOING
Vote 1 – Operating Expenditures and Employment Benefit Plans (EBPs)/Crédit 1 – Dépenses de fonctionnement et régime d'avantages sociaux des employés (RASE)							
Personnel	179,374	266,493	0	0	0	445,867	0
Other operating costs/Autres co	443,308	269,756	0	0	0	713,064	0
EBP / RASE	35,875	53,299	0	0	0	89,174	0
Accomodations	23,319	34,644	0	0	0	57,963	0
Total Vote 1 and EBPs/Total du crédit 1 et RASE	681,876	624,192	0	0	0	1,306,068	0
FTEs / ETP	2.0	3.0	0.0	0.0	0.0	5.0	0.0
Vote 5 – Capital Expenditures and EBPs/Crédit 5 – Dépenses en immobilisations et RASE							
Personnel	0	0	0	0	0	0	0
Other operating costs/Autres co	0	0	0	0	0	0	0
EBP / RASE	0	0	0	0	0	0	0
Accomodations	0	0	0	0	0	0	0
Total Vote 5 and EBPs/Total du crédit 5 et RASE	0	0	0	0	0	0	0
Vote 10 – Grants and Contributions/Crédit 10 – Subventions et contributions							
Grants/Subventions	0	0	0	0	0	0	0
Contributions	500,000	500,000	500,000	500,000	500,000	2,500,000	500,000
Total Vote 10/Total du crédit 10	500,000	500,000	500,000	500,000	500,000	2,500,000	500,000
Total New Funding/Total des fonds nouveaux	**1,181,876**	**1,124,192**	**500,000**	**500,000**	**500,000**	**3,806,068**	**500,000**
Internal Services / Services Internes	58,124	59,106	0	0	0	117,230	0
Grand Total/Total global	**1,240,000**	**1,183,298**	**500,000**	**500,000**	**500,000**	**3,923,298**	**500,000**

7

[redacted]

s.69(1)(g) re: (a)

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Next Steps

- **Outline initiative elements and identify lead OPI's**
- **Determine methodology/approach for Arctic review**
- **Discuss and draft communication lines to engage Arctic communities without existing SAR assets**
- **Draft communication material for all other partners**

9

Pages 61 to / à 62

are withheld pursuant to section

sont retenues en vertu de l'article

69(1)(g) re: (a)

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Garapick, Peter

From: Hopkins, Lillian
Sent: March-31-16 20:18
To: Garapick, Peter
Subject: Re: Minister Request: SAR review in the North

Yep. Thanks. Have a good night.

From: Garapick, Peter
Sent: Thursday, March 31, 2016 8:10 PM
To: Hopkins, Lillian
Subject: Re: Minister Request: SAR review in the North

Right. Plans/hopes/expectations are 6 in new in Nunavik and 4-6 new in Nunavut this spring. Working through the summer, fall winter and into spring 2017 (next fiscal and beyond project duration) is for 6 more in Nunavut and 6 more in Nunavik.

That clear things up?

P

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Hopkins, Lillian
Sent: Thursday, March 31, 2016 21:30
To: Garapick, Peter
Subject: Re: Minister Request: SAR review in the North

Last question for the night - 10-12 new units in total? (I'm a bit confused between the two references to 10-12 new in spring, and then double in year two).

Thanks!

From: Garapick, Peter
Sent: Thursday, March 31, 2016 7:49 PM
To: Hopkins, Lillian; Lick, Gregory; Mes, Marc; Pelletier, Sylvie; Gagnon, Mark; Bellefontaine, Tara
Subject: Re: Minister Request: SAR review in the North

Yes, this is the key CCG part.

P

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Hopkins, Lillian
Sent: Thursday, March 31, 2016 21:17
To: Garapick, Peter; Lick, Gregory; Mes, Marc; Pelletier, Sylvie; Gagnon, Mark; Bellefontaine, Tara
Subject: Re: Minister Request: SAR review in the North

Thanks Peter. Is community analysis done?

L.

From: Garapick, Peter
Sent: Thursday, March 31, 2016 7:12 PM
To: Lick, Gregory; Mes, Marc; Pelletier, Sylvie; Gagnon, Mark; Bellefontaine, Tara
Cc: Hopkins, Lillian
Subject: Re: Minister Request: SAR review in the North

I should add, project funding is two pronged; two years of CCG funding to run the project and new ongoing CGAux funding ($500K/yr) for operations. We are working in concert with CGAux Quebec and C&A Inc.

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Lick, Gregory
Sent: Thursday, March 31, 2016 20:37
To: Garapick, Peter; Mes, Marc; Pelletier, Sylvie; Gagnon, Mark; Bellefontaine, Tara

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Cc: Hopkins, Lillian
Subject: Re: Minister Request: SAR review in the North

Excellent.
Thanks Peter.
Greg

s.16(2)

Gregory Lick
Director General Operations
(Cell)

From: Garapick, Peter
Sent: Thursday, March 31, 2016 6:55 PM
To: Lick, Gregory; Mes, Marc; Pelletier, Sylvie; Gagnon, Mark; Bellefontaine, Tara
Cc: Hopkins, Lillian
Subject: Re: Minister Request: SAR review in the North

Hello Greg et al,

The "review in the north" is actually the Arctic SAR Project which is a 2 year project (year 1 ends tonight) with two facets - a risk analysis of each community we visit and the implementation (based on the risk analysis and other SAR related factors) of CGAux SAR units in "selected" communities.

In addition to the 9 existing CGAux units in the Arctic (Pang, Rankin, Kugluktuk, Cam Bay, Inuvik, Aklavik, Tuk, Hay and Yellowknife) we expect to bring in 10-12 new units this spring in Nunavik and Nunavut. In year 2, this year, we expect to increase, at most double, these numbers respectively in those territories.

Ultimately, it is taking a proven south model (CG Aux) and bringing it north, tweaking it based on arctic input and seeing the local people, all Inuit, enthusiastically being the new CGAux in the Arctic. And these new units are working interactively with southern units to ramp up their capacity to be operational this season.

Train the Trainer (Arctic folks coming south and training side by side with ontario, Quebec, maritime and nfld colleagues) to return north and train new CGAux members with English and inuktituk materials. Also, we will be bringing Inuit members of the exisiting CGAux units in the Arctic to the new units to mentor.

That's it in a nutshell from a BlackBerry

Peter

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Lick, Gregory
Sent: Thursday, March 31, 2016 19:37
To: Mes, Marc; Garapick, Peter; Pelletier, Sylvie
Cc: Hopkins, Lillian
Subject: Fw: Minister Request: SAR review in the North

Anything?
Greg

Gregory Lick
Director General Operations
(Cell)

From: Hopkins, Lillian <Lillian.Hopkins@dfo-mpo.gc.ca>
Sent: Thursday, March 31, 2016 5:56 PM
To: Lick, Gregory
Cc: Pelletier, Mario
Subject: Minister Request: SAR review in the North

Hi Greg:
Do we have anything off the shelf or bullets we can provide the minister of the SAR review in the north, including timelines. In light of the ongoing MLA SAR, Minister is very interested in the status of this review.

Minister is looking for this urgently,
Lil.

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Lillian Hopkins
Executive Advisor to the Commissioner
Conseillière exécutive au commissaire
Canadian Coast Guard
Garde côtière canadienne
Tél: (613) 990-5044

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Arctic SAR Statistics

Year: 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 200... AND SAR Area: 010, 155, 259, 260

Year	Region	SAR Area	Latitude	Longitude	Incident Nb.	Final Classification	Occured Date UTC	Response Resource	Category	Vessel Type	Cause	Incident Type
1995	C	155	58.045	-78.085	C1995-0024	H1	15-Jan-95 7:45:00 PM	CF Primary SAR Air			Unknown	Stranded
1995	C	155	56.1	-81.3	C1995-0922	M3	25-Jun-95 5:21:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Failure to Report	False Alarm
1995	C	155	51.75	-79.2333	C1995-1635	M2	23-Jul-95 5:44:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Weather	Other
1995	C	155	61.275	-70.58	C1995-1683	M3	26-Jul-95 1:55:00 PM	Pleasure Craft (Private)	Pleasure	Motor Craft	Other	Disabled
1995	C	155	53.8667	-79.1167	C1995-2448	M3	25-Aug-95 8:21:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Lack of Knowledge	Disoriented
1995	C	155	53	-80.5	C1995-2647	M3	3-Sep-95 10:30:00 PM	CF Primary SAR Air	Pleasure	Canoe	Mechanical Failure	Disabled
1995	C	155	52.1333	-81.1667	C1995-2971	M4	31-Oct-95 8:02:00 PM	CF Primary SAR Air	Pleasure	Canoe	Weather	False Alarm
1995	C	260	64.285	-96.0683	C1995-0005	H1	5-Jan-95 7:54:00 PM	CF Primary SAR Air	Other	Nil	Unknown	Missing Person(s)
1995	C	260	64.285	-96.0683	C1995-0005	H1	5-Jan-95 7:54:00 PM	CF Secondary SAR Air			Unknown	Missing Person(s)
1995	C	260	62.4967	-114.425	C1995-0056	U4	10-Feb-95 5:00:00 PM	Casara			Unknown	False Alarm
1995	C	260	62.5667	-114.6117	C1995-0110	U4	18-Mar-95 5:41:00 AM	Casara			Unknown	False Alarm
1995	C	260	61.1583	-110.5517	C1995-0114	A4	18-Mar-95 12:00:00 PM	CF Secondary SAR Air			Accidental Activation	False Alarm
1995	C	260	68.635	-98.535	C1995-0120	U4	20-Mar-95 11:08:00 PM				Unknown	Other
1995	C	260	73.035	-84.535	C1995-0205	M4	26-Apr-95 11:34:00 PM	Police (Ashore)	Commercial	Barge	Accidental Activation	False Alarm
1995	C	260	62.575	-113.9667	C1995-0547	A4	7-Jun-95 3:01:00 AM	Casara	Air	Single Engine Aircraft	Hoax	False Alarm
1995	C	260	61.32	-117.605	C1995-0693	A4	17-Jun-95 10:09:00 PM		Air	Helicopter	Accidental Activation	False Alarm
1995	C	260	62.5383	-114.3333	C1995-0752	M3	18-Jun-95 11:10:00 PM	CCGA	Pleasure	Motor Craft	Mechanical Failure	Disabled
1995	C	260	59.5167	-126.3883	C1995-0755	A4	19-Jun-95 12:31:00 AM	Federal Ground Resource	Air	Single Engine Aircraft	Lack of Knowledge	False Alarm
1995	C	260	61.445	-112.7383	C1995-0765	C3	19-Jun-95 7:17:00 PM	Police (Ashore)	Pleasure	Motor Craft	Weather	Disabled
1995	C	260	62.95	-113.4117	C1995-0787	A4	20-Jun-95 4:47:00 PM		Air	Single Engine Aircraft	Mechanical Failure	False Alarm
1995	C	260	63.7367	-114.0067	C1995-0796	U4	21-Jun-95 1:40:00 AM	Casara			Unknown	False Alarm
1995	C	260	62.3083	-14.3167	C1995-0836	C3	23-Jun-95 6:39:00 PM	CCGA	Pleasure	Sail Craft	Navigational Error	Grounded
1995	C	260	69.5833	-94.3	C1995-1004	A1	30-Jun-95 1:59:00 AM	Commercial Aircraft	Air	Helicopter	Mechanical Failure	Crash
1995	C	260	61.95	-112.8233	C1995-1131	C3	4-Jul-95 12:56:00 AM	CCGA	Pleasure	Motor Craft	Unknown	Disabled
1995	C	260	62.4617	-114.4417	C1995-1191	A4	7-Jul-95 12:00:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
1995	C	260	66.72	-114.2117	C1995-1280	A1	10-Jul-95 2:10:00 PM		Air	Helicopter	Unknown	Crash
1995	C	260	62.2583	-114.05	C1995-1283	C2	10-Jul-95 12:00:00 AM	Casara	Pleasure	Motor Craft	Mechanical Failure	Disabled
1995	C	260	62.4617	-114.4417	C1995-1446	A4	16-Jul-95 2:05:00 AM	CCG Marine (Non Sar)	Air	Single Engine Aircraft	Failure to Report	False Alarm
1995	C	260	124.9234	-228.8834	C1995-1446	A4	16-Jul-95 2:05:00 AM	CF Primary SAR Air			Failure to Report	False Alarm
1995	C	260	124.9234	-228.8834	C1995-1446	A4	16-Jul-95 2:05:00 AM	Casara			Failure to Report	False Alarm
1995	C	260	69.6133	-79.585	C1995-1500	M2	17-Jul-95 6:30:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Ice	Stranded
1995	C	260	69.35	-124.0833	C1995-1603	M3	22-Jul-95 8:49:00 PM	CF Primary SAR Air	Pleasure	Kayak	Weather	Other
1995	C	260	69.35	-124.0833	C1995-1603	M3	22-Jul-95 8:49:00 PM	Casara			Weather	Other
1995	C	260	65.2817	-126.8	C1995-1634	A4	23-Jul-95 4:46:00 PM		Air	Single Engine Aircraft	Mechanical Failure	Other
1995	C	260	69.545	-93.575	C1995-1944	A1P	4-Aug-95 12:00:00 PM		Air	Helicopter	Aircraft Engine Failure	Crash
1995	C	260	61.05	-125.3167	C1995-1954	A2	5-Aug-95 2:08:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Lack of Knowledge	Crash
1995	C	260	61.05	-125.3167	C1995-1954	A2	5-Aug-95 2:08:00 PM	Commercial Aircraft			Lack of Knowledge	Crash
1995	C	260	61.9667	-111.55	C1995-1994	C3	6-Aug-95 6:58:00 PM	CCGA	Pleasure	Motor Craft	Mechanical Failure	Disabled
1995	C	260	68.4867	-133.6733	C1995-2168	M3	13-Aug-95 5:00:00 AM	Commercial Aircraft	Pleasure	Motor Craft	Mechanical Failure	Disabled
1995	C	260	62.65	-112.8667	C1995-2481	A4	27-Aug-95 6:20:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Failure to Report	Other
1995	C	260	62.4667	-114.3583	C1995-2495	C4	27-Aug-95 9:30:00 PM	CCGA	Pleasure	Open Boat	Weather	False Alarm
1995	C	260	71.95	-94.0933	C1995-2531	M4	31-Aug-95 7:00:00 AM		Commercial	Barge	Weather	False Alarm
1995	C	260	61.99	-113.7883	C1995-2562	M3	2-Sep-95 1:35:00 PM	CCGA	Pleasure	Motor Craft	Mechanical Failure	Disabled
1995	C	260	62.1033	-113.6667	C1995-2603	C4	4-Sep-95 4:51:00 AM	CCGA	Other	Nil	Lack of Knowledge	False Alarm
1995	C	260	71	-70.5667	C1995-2611	M1	1-Sep-95 9:00:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Other	Capsized
1995	C	260	69.6167	-82.1667	C1995-2717	M3	15-Sep-95 11:43:00 PM	CCG Air	Pleasure	Motor Craft	Hull/Rigging Failure	Taking on Water
1995	C	260	69.6167	-82.1667	C1995-2717	M3	15-Sep-95 11:43:00 PM	CF Primary SAR Air			Hull/Rigging Failure	Taking on Water
1995	C	260	62.7033	-111.9567	C1995-2759	A1P	20-Sep-95 12:00:00 PM		Air	Helicopter	Unknown	Crash
1995	C	260	64.1167	-129.8333	C1995-2760	A1P	22-Sep-95 3:00:00 PM		Air	Single Engine Aircraft	Aircraft Engine Failure	Forced Landing
1995	C	260	66.2767	-112.5683	C1995-2841	A2	2-Oct-95 10:30:00 PM	CF Primary SAR Air	Air	Helicopter	Air Other Mechan. Fail	Forced Landing
1995	C	260	73.8333	-81.3667	C1995-2939	M3	22-Oct-95 1:19:00 AM	CCG Marine (Non Sar)	Commercial	Bulk Carrier	Weather	Other
1995	C	260	62.4483	-114.3417	C1995-2945	M4	22-Oct-95 9:41:00 PM	CCGA	Pleasure	Open Boat	Weather	False Alarm
1995	C	260	70.675	-114.3783	C1995-2987	C1	9-Nov-95 9:30:00 PM	CF Primary SAR Air	Other	Nil	Ice	Stranded
1995	C	260	0	0	E1993-0311	A4	2-Apr-95 10:44:00 AM				Unknown	False Alarm
1995	M	010	65.75	-66	M1995-0036	C3	9-Feb-95 9:28:00 PM		Other	Nil	Weather	Stranded
1995	M	010	50.6	-58.9	M1995-0140	M2	22-Apr-95 7:15:00 PM	CCG Marine (Non Sar)	Fishing	Fishing Vessel	Ice	Disabled
1995	M	010	50.9733	-4.535	M1995-0505	M4	27-Jun-95 5:20:00 PM		Commercial	Cargo Ship	Accidental Activation	False Alarm
1995	M	010	43.7333	-79.4333	M1995-0581	M4	4-Jul-95 10:50:00 AM		Pleasure	Sail Craft	Failure to Report	False Alarm
1995	M	010	67.55	-64	M1995-0687	M2	15-Jul-95 9:27:00 AM	CCG Air	Pleasure	Canoe	Weather	Other
1995	M	010	67.55	-64	M1995-0687	M2	15-Jul-95 9:27:00 AM	CF Primary SAR Air			Weather	Other
1995	M	010	48.8333	-64.5	M1995-0710	M4	16-Jul-95 4:30:00 PM		Pleasure	Sail Craft	Mistaken Belief	False Alarm
1995	M	010	63.7	-68.4167	M1995-1023	U4	16-Aug-95 3:34:00 AM	CCG Marine (Non Sar)	Other	Nil	Unknown	False Alarm
1995	M	010	67.5833	-64.1167	M1995-1044	M1	18-Aug-95 12:30:00 PM	CCG Air	Pleasure	Open Boat	Weather	Other
1995	M	010	63.9833	-62.25	M1995-1272	H4	13-Sep-95 4:40:00 AM		Fishing	Fishing Vessel	Injury	Medical
1995	M	010	67.55	-64.0333	M1995-1500	M4	27-Nov-95 9:53:00 PM		Pleasure	Canoe	Weather	Other
1995	M	010	47.1617	-59.1167	M1995-1591	M3	31-Dec-95 2:19:00 PM	CCG Marine (Non Sar)	Commercial	Cargo Ship	Other	Disabled
1995	M	010	94.3234	-118.2334	M1995-1591	M3	31-Dec-95 2:19:00 PM	Commercial Vessel			Other	Disabled
1995	M	010	94.3234	-118.2334	M1995-1591	M3	31-Dec-95 2:19:00 PM	SAR Marine (CCG)			Other	Disabled
1995	M	010	63.75	-68.55	M1995-8011	A2	22-Jan-95 10:04:00 PM		Air	Ultra Light Aircraft	Unknown	Crash
1995	M	010	56.2833	-46.6683	M1995-8024	U4	11-Feb-95 8:32:00 PM		Other	Nil	Unknown	Other
1995	M	010	58.1	-68.4333	M1995-8041	A4	1-Feb-95 3:00:00 PM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Other	Other
1995	M	010	58.5333	-65.4	M1995-8057	A2	13-Apr-95 9:20:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Aircraft Engine Failure	Forced Landing
1995	M	010	56.565	-61.7317	M1995-8071	A4	9-May-95 2:39:00 PM		Air	Helicopter	Accidental Activation	False Alarm
1995	M	010	66.45	-69.1833	M1995-8152	A3	23-Jul-95 9:28:00 AM		Air	Helicopter	Weather	Other
1995	M	010	53.31	-60.4133	M1995-8157	A4	26-Jul-95 8:35:00 PM		Air	Single Engine Aircraft	Unknown	False Alarm
1996	C	155	58.3517	-78.2517	C1996-0027	C2	28-Jan-96 1:00:00 PM	CF Primary SAR Air	Other	Nil	Unknown	Stranded
1996	C	155	62.485	-74.3	C1996-0967	M3	11-Jul-96 5:30:00 AM	CCG Marine (Non Sar)	Pleasure	Canoe	Ice	Disabled
1996	C	155	52.2	-81.6667	C1996-1981	M4	25-Aug-96 8:00:00 AM		Pleasure	Canoe	Weather	False Alarm
1996	C	155	56.4667	-79	C1996-1997	M4	27-Aug-96 6:00:00 PM	Other	Pleasure	Motor Craft	Weather	False Alarm
1996	C	155	60.1	-79.8667	C1996-2205	M4	15-Sep-96 12:40:00 AM	CF Primary SAR Air	Commercial	Tug	Failure to Report	False Alarm
1996	C	155	62.1667	-92.6667	C1996-2232	M4	19-Sep-96 7:27:00 AM		Commercial	Tug	Failure to Report	False Alarm
1996	C	155	52.6833	-81.4667	C1996-2416	M2	29-Oct-96 7:00:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Out of Fuel	Disabled
1996	C	155	52.9	-81.7333	C1996-2422	H1	31-Oct-96 12:00:00 PM	CF Primary SAR Air	Other	Person	Illness	Medical
1996	C	260	66.8833	-126.2667	C1996-0012	A2	13-Jan-96 7:45:00 PM		Air	Single Engine Aircraft	Aircraft Engine Failure	Forced Landing

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1996	C	260	68.775	-81.2417	C1996-0029	A4	7-Feb-96 1:24:00 AM			Accidental Activation	False Alarm
1996	C	260	66.85	-113.7333	C1996-0032	A2	12-Feb-96 9:09:00 PM	Other	Nil	Unknown	Forced Landing
1996	C	260	62.2	-114.2417	C1996-0064	A4	12-Mar-96 12:44:00 AM CF Primary SAR Air	Air	Multi-Engine Aircraft	Failure to Report	False Alarm
1996	C	260	64.995	-127.6083	C1996-0074	A1	23-Mar-96 5:50:00 PM Commercial Aircraft	Air	Single Engine Aircraft	Mistaken Belief	Crash
1996	C	260	68.305	-133.4867	C1996-0143	A4	25-Apr-96 4:56:00 PM			Accidental Activation	False Alarm
1996	C	260	76.085	-119.335	C1996-0146	A1	26-Apr-96 6:15:00 PM	Air	Helicopter	Unknown	Crash
1996	C	260	61.8167	-120.85	C1996-0286	A1	25-May-96 8:11:00 PM CF Primary SAR Air	Air	Single Engine Aircraft	Aircraft Engine Failure	Crash
1996	C	260	61.8167	-120.85	C1996-0286	A1	25-May-96 8:11:00 PM Commercial Aircraft			Aircraft Engine Failure	Crash
1996	C	260	66.0083	-111.4717	C1996-0342	A4	1-Jun-96 5:00:00 AM	Air	Helicopter	Failure to Report	False Alarm
1996	C	260	69.8	-81.7	C1996-0427	A1	7-Jun-96 9:30:00 PM CF Primary SAR Air	Air	Helicopter	Unknown	Crash
1996	C	260	62.3683	-114.305	C1996-0513	M3	15-Jun-96 10:12:00 PM CCGA	Fishing	Fishing Vessel	Navigational Error	Other
1996	C	260	62.4417	-114.3333	C1996-0546	C1	16-Jun-96 8:05:00 PM CCGA	Pleasure	Sail Craft	Unknown	Capsized
1996	C	260	62.4517	-114.3333	C1996-0577	M4	19-Jun-96 2:05:00 AM CCGA	Pleasure	Motor Craft	Accidental Activation	False Alarm
1996	C	260	62.4517	-114.3333	C1996-0582	C4	20-Jun-96 12:27:00 AM CCGA	Pleasure	Motor Craft	Adrift (No Pob)	False Alarm
1996	C	260	62.4667	-114.3417	C1996-0594	C3	21-Jun-96 2:33:00 AM CCGA	Pleasure	Sail Craft	Mechanical Failure	Disabled
1996	C	260	67.6183	-111.2517	C1996-0662	A4	24-Jun-96 8:05:00 AM	Air	Single Engine Aircraft	Failure to Report	Other
1996	C	260	62.1667	-114.3333	C1996-0734	C3	30-Jun-96 2:25:00 AM CCGA	Pleasure	Motor Craft	Dangerous Piloting	Other
1996	C	260	62.4333	-114.3333	C1996-0838	C4	4-Jul-96 4:37:00 AM CCGA	Pleasure	Open Boat	Unknown	False Alarm
1996	C	260	67.335	-114.835	C1996-0911	A4	7-Jul-96 6:25:00 AM	Air	Helicopter	Failure to Report	False Alarm
1996	C	260	69.9417	-108.1167	C1996-0932	A3	8-Jul-96 10:23:00 PM	Air	Single Engine Aircraft	Failure to Report	Other
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1996	C	260	70.225	-131.3783	C1996-1009	A4	13-Jul-96 10:05:00 AM			Mistaken Belief	False Alarm
1996	C	260	65.0167	-126.0833	C1996-1082	C4	15-Jul-96 9:07:00 AM Other	Pleasure	Motor Craft	Mechanical Failure	Disabled
1996	C	260	62.4667	-111.1667	C1996-1108	C3	16-Jul-96 10:00:00 PM CCG Air	Pleasure	Motor Craft	Mechanical Failure	Disabled
1996	C	260	62.4667	-111.1667	C1996-1108	C3	16-Jul-96 10:00:00 PM Other			Mechanical Failure	Disabled
1996	C	260	62.3667	-114.4667	C1996-1275	M3	24-Jul-96 4:05:00 AM CCGA	Pleasure	Open Boat	Mechanical Failure	Disabled
1996	C	260	62.4	-114.3333	C1996-1294	C3	24-Jul-96 5:00:00 AM CCGA	Pleasure	Motor Craft	Weather	Missing Person(s)
1996	C	260	69.6017	-124.4033	C1996-1380	A3	30-Jul-96 7:27:00 PM	Air	Helicopter	Mechanical Failure	Disabled
1996	C	260	72.8733	-78.4633	C1996-1401	M3	30-Jul-96 11:59:00 PM Commercial Aircraft	Pleasure	Motor Craft	Out of Fuel	Other
1996	C	260	62.7167	-109.1667	C1996-1409	A3	2-Aug-96 7:51:00 AM CF Primary SAR Air	Air	Helicopter	Failure to Report	Other
1996	C	260	62.7167	-109.1667	C1996-1409	A3	2-Aug-96 7:51:00 AM CF Secondary SAR Air			Failure to Report	Other
1996	C	260	62.4167	-114.3333	C1996-1416	C3	2-Aug-96 6:20:00 PM CCGA	Air	Multi-Engine Aircraft	Air Other Mechan. Fail	Taking on Water
1996	C	260	62.3817	-114.3867	C1996-1502	C3	5-Aug-96 2:06:00 PM CCGA	Pleasure	Open Boat	Weather	Other
1996	C	260	78.4683	-120.8217	C1996-1582	A3	14-Aug-96 1:37:00 AM	Air	Multi-Engine Aircraft	Weather	Forced Landing
1996	C	260	62.4133	-114.3167	C1996-1724	U4	16-Aug-96 12:40:00 PM CCGA	Pleasure	Open Boat	Adrift (No Pob)	False Alarm
1996	C	260	69.2667	-81.6467	C1996-2007	M3	29-Aug-96 12:00:00 PM	Pleasure	Motor Craft	Mechanical Failure	Disabled
1996	C	260	68.5617	-97.5367	C1996-2010	M3	29-Aug-96 10:50:00 PM CCG Marine (Non Sar)	Commercial	Cruise Ship	Navigational Error	Grounded
1996	C	260	62.7	-115.8333	C1996-2118	C1	3-Sep-96 6:06:00 AM CCGA	Pleasure	Motor Craft	Unknown	Capsized
1996	C	260	70.3833	-68.3833	C1996-2217	M2	16-Sep-96 9:00:00 PM Commercial Vessel	Pleasure	Canoe	Weather	Grounded
1996	C	260	69	-80.5	C1996-2220	M4	17-Sep-96 5:15:00 AM	Other	Nil	Unknown	False Alarm
1996	C	260	61.4483	-115.69	C1996-2223	M3	18-Sep-96 4:50:00 AM CCGA	Pleasure	Motor Craft	Navigational Error	Grounded
1996	C	260	68.8	-81.1667	C1996-2234	M3	18-Sep-96 12:00:00 AM	Pleasure	Open Boat	Mechanical Failure	Disabled
1996	C	260	62.4167	-114.3333	C1996-2290	C4	27-Sep-96 7:40:00 PM CCGA	Pleasure	Motor Craft	Unknown	False Alarm
1996	C	260	65.2467	-126.8983	C1996-2364	A4	16-Oct-96 10:36:00 AM			Other	False Alarm
1996	C	260	63.9717	-115.4333	C1996-2390	A1	23-Oct-96 3:35:00 PM	Air	Helicopter	Unknown	Crash
1996	C	260	65.1717	-126.6017	C1996-2407	U4	28-Oct-96 5:20:00 AM			Unknown	False Alarm
1996	C	260	65.2117	-126.7	C1996-2414	U4	30-Oct-96 8:00:00 AM			Unknown	False Alarm
1996	C	260	65.1133	-126.7883	C1996-2423	U4	1-Nov-96 4:53:00 AM			Unknown	False Alarm
1996	C	260	65.0067	-112.2933	C1996-2427	A3	2-Nov-96 6:23:00 PM	Air	Helicopter	Air Other Mechan. Fail	Forced Landing
1996	M	010	48.435	-69.2317	M1996-0182	M4	6-May-96 5:16:00 PM	Commercial	Cargo Ship	Accidental Activation	False Alarm
1996	M	010	60.0667	-69.55	M1996-0588	M2	8-Jul-96 7:32:00 PM CCG Air	Pleasure	Canoe	Ice	Stranded
1996	M	010	60.0667	-69.55	M1996-0588	M2	8-Jul-96 7:32:00 PM Commercial Aircraft			Ice	Stranded
1996	M	010	61.255	-67.5717	M1996-0654	H2	15-Jul-96 6:20:00 PM CCG Air	Commercial	Cargo Ship	Injury	Medical
1996	M	010	61.45	-64.8833	M1996-0685	H2	19-Jul-96 12:24:00 AM CCG Air	Fishing	Fishing Vessel	Injury	Medical
1996	M	010	61.45	-64.8833	M1996-0685	H2	19-Jul-96 12:24:00 AM CCG Marine (Non Sar)			Injury	Medical
1996	M	010	62.7	-60.7333	M1996-0745	H2	25-Jul-96 10:33:00 AM CCG Air	Fishing	Fishing Vessel	Injury	Medical
1996	M	010	62.7	-60.7333	M1996-0745	H2	25-Jul-96 10:33:00 AM CCG Marine (Non Sar)			Injury	Medical
1996	M	010	65.5833	-60.65	M1996-0971	M3	18-Aug-96 2:08:00 PM CCG Air	Government	Government Vessel	Other	Disabled
1996	M	010	65.5833	-60.65	M1996-0971	M3	18-Aug-96 2:08:00 PM CCG Marine (Non Sar)			Other	Disabled
1996	M	010	63.75	-68.6667	M1996-1024	M4	25-Aug-96 2:35:00 AM SAR Marine (CCG)	Pleasure	Canoe	Unknown	False Alarm
1996	M	010	68.3517	-59.3333	M1996-1170	M4	12-Sep-96 4:58:00 AM	Other	Nil	Accidental Activation	False Alarm
1996	M	010	62.75	-70.2667	M1996-1236	M3	6-Oct-96 4:05:00 AM CCG Air	Fishing	Fishing Vessel	Out of Fuel	Disabled
1996	M	010	62.75	-70.2667	M1996-1236	M3	6-Oct-96 4:05:00 AM CCG Marine (Non Sar)			Out of Fuel	Disabled
1996	M	010	61.5833	-64.6167	M1996-1337	H1	12-Nov-96 9:58:00 AM CF Primary SAR Air	Commercial	Bulk Carrier	Illness	Medical
1996	M	010	61.5833	-64.6167	M1996-1337	H1	12-Nov-96 9:58:00 AM CF Secondary SAR Air			Illness	Medical
1996	M	010	48.4283	-64.3917	M1996-1406	M4	18-Dec-96 8:02:00 PM	Fishing	Fishing Vessel	Accidental Activation	False Alarm
1996	M	010	63.2667	-67.4	M1996-8032	C1	18-Feb-96 5:42:00 PM CF Primary SAR Air	Other	Nil	Other	Stranded
1996	M	010	63.2667	-67.4	M1996-8032	C1	18-Feb-96 5:42:00 PM Commercial Aircraft			Other	Stranded
1996	M	010	64.1833	-67.7333	M1996-8053	U4	12-Mar-96 9:27:00 PM	Other	Nil	Unknown	Other
1996	M	010	62.7667	-67.9	M1996-8071	H2	24-Apr-96 10:26:00 PM Commercial Aircraft	Other	Person	Injury	Medical
1996	M	010	62	-64	M1996-8109	A3	31-May-96 1:59:00 PM	Air	Single Engine Aircraft	Aircraft Engine Failure	Airborne Emergency
1996	M	010	69.95	-81.6833	M1996-8118	A1	8-Jun-96 3:22:00 PM CF Primary SAR Air	Air	Helicopter	Failure to Report	Crash
1996	M	010	69.0667	-75.95	M1996-8136	A4	22-Jun-96 2:53:00 AM	Air	Helicopter	Air Other Mechan. Fail	False Alarm
1996	M	010	61.75	-69.8833	M1996-8148	U4	8-Jul-96 3:55:00 PM	Other	Unknown	Unknown	Other
1996	M	010	62.8667	-69.8833	M1996-8242	U4	28-Sep-96 9:45:00 PM CF Secondary SAR Air	Other	Nil	Bad Condition(Negligence)	Other
1996	M	010	64.47	-59.0817	M1996-8261	U4	22-Oct-96 2:30:00 PM	Other	Unknown	Unknown	False Alarm
1996	M	010	64.3333	-52	M1996-8280	A4	8-Nov-96 7:34:00 PM	Air	Helicopter	Accidental Activation	False Alarm
1997	C	155	50.75	-64.25	C1997-0953	M4	8-Jul-97 8:00:00 AM Other	Commercial	Tug	Other	False Alarm
1997	C	155	46.9667	-77.85	C1997-1068	A1	14-Jul-97 12:30:00 AM CF Primary SAR Air	Air	Single Engine Aircraft	Unknown	Crash
1997	C	155	60.16	-89.545	C1997-1647	M4	11-Aug-97 4:47:00 AM CCG Air	Commercial	Bulk Carrier	Failure to Report	False Alarm
1997	C	155	52.665	-80.7033	C1997-1660	M2	9-Aug-97 1:30:00 AM CF Primary SAR Air	Pleasure	Motor Craft	Mechanical Failure	Disabled
1997	C	155	52.665	-80.7033	C1997-1660	M2	9-Aug-97 1:30:00 AM Commercial Aircraft			Mechanical Failure	Disabled
1997	C	155	52.4667	-81.6	C1997-2086	M3	20-Sep-97 7:20:00 PM CF Primary SAR Air	Pleasure	Open Boat	Mechanical Failure	Disabled
1997	C	155	62.8367	-76.8167	C1997-2268	H3	22-Oct-97 12:43:00 AM	Other	Person	Illness	Medical
1997	C	155	56.6167	-79.5667	C1997-2273	M3	23-Oct-97 1:47:00 PM CF Primary SAR Air	Pleasure	Motor Craft	Mechanical Failure	Disabled
1997	C	155	113.2334	-159.1334	C1997-2273	M3	23-Oct-97 1:47:00 PM Casara			Mechanical Failure	Disabled
1997	C	155	113.2334	-159.1334	C1997-2273	M3	23-Oct-97 1:47:00 PM Other			Mechanical Failure	Disabled
1997	C	260	62.4583	-114.4433	C1997-0047	A4	21-Feb-97 4:05:00 PM	Air	Single Engine Aircraft	Accidental Activation	False Alarm

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1997	C	260	68.635	-95.8433	C1997-0090	A1	30-Mar-97	6:15:00 PM		Air	Helicopter	Unknown	Crash
1997	C	260	64.4233	-110.0433	C1997-0161	U4	3-May-97	7:56:00 PM	CF Secondary SAR Air	Other	Nil	Unknown	False Alarm
1997	C	260	64.8333	-86.025	C1997-0184	A2	10-May-97	9:31:00 PM		Air	Single Engine Aircraft	Air Other Mechan. Fail	Forced Landing
1997	C	260	62.4583	-114.4383	C1997-0198	A4	12-May-97	10:08:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
1997	C	260	73.7667	-81.6167	C1997-0329	H1	3-Jun-97	4:00:00 AM	CF Primary SAR Air	Other	Person	Weather	Stranded
1997	C	260	73.7667	-81.6167	C1997-0329	H1	3-Jun-97	4:00:00 AM	CF Secondary SAR Air			Weather	Stranded
1997	C	260	60.23	-110.8883	C1997-0386	A1	8-Jun-97	6:09:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Unknown	Crash
1997	C	260	60.23	-110.8883	C1997-0386	A1	8-Jun-97	6:09:00 PM	Commercial Aircraft			Unknown	Crash
1997	C	260	62.4667	-114.345	C1997-0541	H4	20-Jun-97	3:50:00 AM	CCGA	Other	Nil	Hoax	Other
1997	C	260	62.1	-127.5667	C1997-0544	A3	20-Jun-97	3:58:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Out of Fuel	Other
1997	C	260	124.2	-255.1334	C1997-0544	A3	20-Jun-97	3:58:00 PM	CF Secondary SAR Air			Out of Fuel	Other
1997	C	260	124.2	-255.1334	C1997-0544	A3	20-Jun-97	3:58:00 PM	Commercial Aircraft			Out of Fuel	Other
1997	C	260	60.8333	-115.7667	C1997-0774	A1P	30-Jun-97	3:04:00 AM		Air	Single Engine Aircraft	Air Other Mechan. Fail	Crash
1997	C	260	68.0833	-106.55	C1997-0795	A4	1-Jul-97	12:50:00 AM		Air	Helicopter	Accidental Activation	False Alarm
1997	C	260	60.5	-112.5	C1997-0797	H2	1-Jul-97	2:07:00 AM	CCGA	Other	Other	Fatigue	Other
1997	C	260	62.35	-111.675	C1997-1075	H1	14-Jul-97	7:03:00 PM	CCG Air	Pleasure	Open Boat	Navigational Error	Missing Person(s)
1997	C	260	62.35	-111.675	C1997-1075	H1	14-Jul-97	7:03:00 PM	Police (Vessel)			Navigational Error	Missing Person(s)
1997	C	260	64.7083	-110.5867	C1997-1147	A4	18-Jul-97	10:34:00 PM				Unknown	False Alarm
1997	C	260	62.76	-111.49	C1997-1155	A2	19-Jul-97	2:40:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Aircraft Engine Failure	Disabled
1997	C	260	125.52	-222.98	C1997-1155	A2	19-Jul-97	2:40:00 AM	CF Secondary SAR Air			Aircraft Engine Failure	Disabled
[illegible]													
1997	C	260	66.7033	-119.7083	C1997-1156	A4	19-Jul-97	8:56:00 AM		Air	Single Engine Aircraft	Failure to Report	False Alarm
1997	C	260	63.4417	-100.715	C1997-1215	A1	21-Jul-97	10:30:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Mistaken Belief	Forced Landing
1997	C	260	79.99	-85.8067	C1997-1312	H2	27-Jul-97	6:23:00 AM	CF Primary SAR Air	Other	Person	Injury	Medical
1997	C	260	60.95	-109.3333	C1997-1347	A1P	28-Jul-97	9:07:00 PM				Unknown	Crash
1997	C	260	62.395	-114.3667	C1997-1388	H3	31-Jul-97	2:41:00 AM	CCGA	Pleasure	Motor Craft	Mechanical Failure	Disabled
1997	C	260	68.3167	-133.6167	C1997-1391	A1P	31-Jul-97	4:29:00 AM		Air	Single Engine Aircraft	Aircraft Engine Failure	Crash
1997	C	260	69.6333	-77.0833	C1997-1673	M4	13-Aug-97	12:45:00 PM		Pleasure	Motor Craft	Failure to Report	False Alarm
1997	C	260	73.1333	-79.9167	C1997-1703	A4	15-Aug-97	9:16:00 PM	CCG Air	Air	Helicopter	Accidental Activation	False Alarm
1997	C	260	146.2666	-159.8334	C1997-1703	A4	15-Aug-97	9:16:00 PM	CCG Marine (Non Sar)			Accidental Activation	False Alarm
1997	C	260	146.2666	-159.8334	C1997-1703	A4	15-Aug-97	9:16:00 PM	CF Primary SAR Air			Accidental Activation	False Alarm
1997	C	260	69.94	-126.8767	C1997-1774	H4	19-Aug-97	12:10:00 AM	CF Secondary SAR Air	Other	Person	Lack of Knowledge	False Alarm
1997	C	260	61.8383	-121.3267	C1997-1798	A4	21-Aug-97	10:36:00 PM		Air	Helicopter	Accidental Activation	False Alarm
1997	C	260	62.4333	-94.2833	C1997-1807	A4	23-Aug-97	4:00:00 AM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Air Other Mechan. Fail	Airborne Emergency
1997	C	260	63.775	-128.78	C1997-1870	A4	28-Aug-97	2:19:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Unknown	False Alarm
1997	C	260	63.775	-128.78	C1997-1870	A4	28-Aug-97	2:19:00 AM	Commercial Aircraft			Unknown	False Alarm
1997	C	260	62.1083	-113.805	C1997-1890	H2	30-Aug-97	2:17:00 AM	CCGA	Pleasure	Motor Craft	Mechanical Failure	Disabled
1997	C	260	60.1083	-95.8367	C1997-1891	A4	29-Aug-97	9:00:00 PM	CF Primary SAR Air	Air	Helicopter	Accidental Activation	False Alarm
1997	C	260	63.7167	-128.0383	C1997-1970	A4	1-Sep-97	8:45:00 PM	Commercial Aircraft	Air	Single Engine Aircraft	Mistaken Belief	False Alarm
1997	C	260	70.1667	-124.6833	C1997-2100	A4	21-Sep-97	9:00:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
1997	C	260	63.5067	-128.75	C1997-2115	A4	24-Sep-97	7:18:00 PM	Commercial Aircraft	Air	Single Engine Aircraft	Accidental Activation	False Alarm
1997	C	260	60.4283	-121.2333	C1997-2127	A1	26-Sep-97	9:15:00 PM		Air	Single Engine Aircraft	Unknown	Crash
1997	C	260	63.6483	-111.0267	C1997-2128	A4	26-Sep-97	11:31:00 PM	USCG (Air)	Air	Helicopter	Accidental Activation	False Alarm
1997	C	260	60.855	-118.7467	C1997-2224	H3	12-Oct-97	4:00:00 AM	CCGA	Pleasure	Motor Craft	Weather	Missing Person(s)
1997	C	260	60.8017	-115.735	C1997-2296	A4	30-Oct-97	11:40:00 AM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
1997	C	260	63.1867	-123.3317	C1997-2325	H2	22-Nov-97	10:03:00 AM	CF Primary SAR Air	Other	Person	Bad Condition(Negligence)	Other
1997	M	010	67.7167	-55.95	M1997-0817	M4	27-Jul-97	10:14:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Other	False Alarm
1997	M	010	62.1667	-70.95	M1997-1320	M3	26-Sep-97	10:13:00 AM		Pleasure	Motor Craft	Other	Other
1997	M	010	63.4167	-68.5667	M1997-1371	U4	8-Oct-97	1:48:00 PM		Other	Nil	Unknown	Other
1997	M	010	47.65	-70.65	M1997-8710	A4	7-May-97	12:10:00 AM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Other	False Alarm
1998	C	155	56.5367	-79.2467	C1998-0021	A1P	21-Jan-98	12:40:00 AM		Air	Multi-Engine Aircraft	Aircraft Engine Failure	Crash
1998	C	155	58.45	-78.1	C1998-0940	M4	6-Jul-98	1:15:00 AM		Pleasure	Kayak	Mistaken Belief	False Alarm
1998	C	155	52.15	-81.2833	C1998-1267	M1P	18-Jul-98	9:00:00 PM		Pleasure	Motor Craft	Unknown	Man Overboard
1998	C	155	60.8717	-94.1883	C1998-1603	M4	2-Aug-98	2:30:00 PM	CCG Marine (Non Sar)	Other	Nil	Mistaken Belief	False Alarm
1998	C	155	69.15	-81.2167	C1998-1828	M4	12-Aug-98	11:00:00 PM		Pleasure	Motor Craft	Weather	False Alarm
1998	C	155	55.2667	-77.7917	C1998-1835	U4	13-Aug-98	6:41:00 AM				Mistaken Belief	False Alarm
1998	C	155	63.6	-84.5833	C1998-1850	M3	13-Aug-98	10:13:00 PM		Pleasure	Motor Craft	Hull/Rigging Failure	Disabled
1998	C	155	69.1333	-81.3	C1998-2251	M3	5-Sep-98	3:00:00 AM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Mechanical Failure	Disabled
1998	C	155	63.33	-90.7067	C1998-2381	M4	18-Sep-98	1:00:00 AM		Commercial	Tug	Failure to Report	False Alarm
1998	C	260	62.6167	-112.9167	C1998-0050	A4	17-Feb-98	6:26:00 AM	CF Secondary SAR Air	Air	Single Engine Aircraft	Mistaken Belief	False Alarm
1998	C	260	65.2833	-126.8	C1998-0079	A2	15-Mar-98	12:08:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Unknown	Forced Landing
1998	C	260	68.37	-109.6467	C1998-0094	A4	1-Apr-98	10:05:00 PM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
1998	C	260	82.5183	-62.28	C1998-0213	A4	7-May-98	5:20:00 AM		Air	Multi-Engine Aircraft	Unknown	False Alarm
1998	C	260	60.84	-115.7833	C1998-0273	A1P	16-May-98	7:12:00 PM		Air	Single Engine Aircraft	Air Other Mechan. Fail	Crash
1998	C	260	68.6683	-82.6717	C1998-0303	A1	17-May-98	9:00:00 PM		Air	Helicopter	Unknown	Crash
1998	C	260	61.2767	-113.7317	C1998-0367	H2	24-May-98	10:05:00 AM		Pleasure	Canoe	Illness	Missing Person(s)
1998	C	260	59.95	-111.85	C1998-0602	A1	19-Jun-98	4:45:00 AM		Air	Single Engine Aircraft	Dangerous Piloting	Crash
1998	C	260	61.76	-121.2367	C1998-0634	A4	21-Jun-98	3:34:00 AM		Air	Single Engine Aircraft	Unknown	False Alarm
1998	C	260	66.84	-108.0067	C1998-0696	A4	24-Jun-98	2:24:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
1998	C	260	61.3667	-113.5333	C1998-0830	H3	1-Jul-98	7:30:00 AM	Casara	Other	Other	Dangerous Piloting	Other
1998	C	260	61.3667	-113.5333	C1998-0830	H3	1-Jul-98	7:30:00 AM	Federal Vessel (Other)			Dangerous Piloting	Other
1998	C	260	66.8567	-107.9333	C1998-0927	A4	5-Jul-98	5:43:00 PM	CF Primary SAR Air			Accidental Activation	False Alarm
1998	C	260	62.4583	-114.4383	C1998-1106	A1	13-Jul-98	5:58:00 PM	CCGA	Air	Single Engine Aircraft	Unknown	Crash
1998	C	260	62.4583	-114.35	C1998-1121	A4	14-Jul-98	7:53:00 PM	Casara	Air	Single Engine Aircraft	Accidental Activation	False Alarm
1998	C	260	68.2583	-133.48	C1998-1167	A4	16-Jul-98	5:41:00 PM				Unknown	False Alarm
1998	C	260	72.8	-77.3333	C1998-1174	M1	16-Jul-98	10:00:00 PM	CF Primary SAR Air	Pleasure	Kayak	Weather	Capsized
1998	C	260	145.6	-154.6666	C1998-1174	M1	16-Jul-98	10:00:00 PM	Commercial Aircraft			Weather	Capsized
1998	C	260	145.6	-154.6666	C1998-1174	M1	16-Jul-98	10:00:00 PM	Federal Vessel (Other)			Weather	Capsized
1998	C	260	62.4633	-114.44	C1998-1287	A4	21-Jul-98	6:57:00 AM		Air	Single Engine Aircraft	Mechanical Failure	False Alarm
1998	C	260	61.1667	-113.6667	C1998-1296	H3	21-Jul-98	5:20:00 PM	CCGA	Pleasure	Motor Craft	Mechanical Failure	Disabled
1998	C	260	61.1667	-113.6667	C1998-1296	H3	21-Jul-98	5:20:00 PM	Casara			Mechanical Failure	Disabled
1998	C	260	63.7433	-116.9167	C1998-1360	A1P	23-Jul-98	8:23:00 PM		Air	Helicopter	Unknown	Crash
1998	C	260	61.1667	-126.7167	C1998-1459	A4	27-Jul-98	7:52:00 AM	CF Primary SAR Air	Air	Helicopter	Unknown	False Alarm
1998	C	260	79.9	-94	C1998-1588	M4	1-Aug-98	12:01:00 AM		Other	Other	Other	False Alarm
1998	C	260	62.7583	-113.2683	C1998-1681	A4	5-Aug-98	1:58:00 AM	Casara	Air	Single Engine Aircraft	Unknown	False Alarm
1998	C	260	60.2567	-104.9167	C1998-1976	A4	19-Aug-98	11:36:00 PM		Air	Single Engine Aircraft	Other	False Alarm
1998	C	260	64.4167	-109.8333	C1998-2064	A3	24-Aug-98	4:24:00 PM		Air	Helicopter	Out of Fuel	Forced Landing
1998	C	260	64.6667	-127.9167	C1998-2155	A4	31-Aug-98	4:30:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Unknown	False Alarm

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1998	C	260	78.25	-119.75	C1998-2466	M4	29-Sep-98	10:38:00 AM		Other	Nil	Unknown	False Alarm
1998	C	260	68.3167	-133.6167	C1998-2502	A4	6-Oct-98	7:37:00 AM	Casara	Air	Single Engine Aircraft	Accidental Activation	False Alarm
1998	C	260	71.7833	-125.75	C1998-2543	U4	15-Oct-98	8:21:00 AM				Unknown	False Alarm
1998	M	010	52.68	-54.7067	M1998-0327	M4	26-May-98	11:40:00 AM		Fishing	Fishing Vessel	Other	False Alarm
1998	M	010	64	-61.5	M1998-1062	M3	20-Aug-98	3:23:00 AM		Fishing	Fishing Vessel	Illness	Medical
1998	M	010	62.3667	-67.1167	M1998-1144	M4	28-Aug-98	12:07:00 AM		Pleasure	Motor Craft	Weather	False Alarm
1998	M	010	66.5833	-67	M1998-1466	M1	24-Oct-98	11:39:00 PM	CCG Air	Pleasure	Open Boat	Unknown	Other
1998	M	010	466.0831	-469	M1998-1466	M1	24-Oct-98	11:39:00 PM	CCG Marine (Non Sar)			Unknown	Other
1998	M	010	466.0831	-469	M1998-1466	M1	24-Oct-98	11:39:00 PM	CF Primary SAR Air			Unknown	Other
1998	M	010	466.0831	-469	M1998-1466	M1	24-Oct-98	11:39:00 PM	CF Secondary SAR Air			Unknown	Other
1998	M	010	466.0831	-469	M1998-1466	M1	24-Oct-98	11:39:00 PM	Commercial Vessel			Unknown	Other
1998	M	010	466.0831	-469	M1998-1466	M1	24-Oct-98	11:39:00 PM	Federal Aircraft (Other)			Unknown	Other
1998	M	010	466.0831	-469	M1998-1466	M1	24-Oct-98	11:39:00 PM	Federal Vessel (Other)			Unknown	Other
1998	M	010	466.0831	-469	M1998-1466	M1	24-Oct-98	11:39:00 PM	Police (Vessel)			Unknown	Other
1998	M	010	49.35	-65.3667	M1998-1658	M4	13-Dec-98	1:47:00 AM		Government	Government Vessel	Accidental Activation	False Alarm
1998	M	010	48.3	-64.125	M1998-1670	M4	15-Dec-98	3:37:00 PM	CF Primary SAR Air	Government	Government Vessel	Other	False Alarm
1999	C	155	56.15	-78.8	C1999-1862	M3	5-Aug-99	2:30:00 PM		Pleasure	Motor Craft	Mechanical Failure	Disabled
1999	C	155	0	0	C1999-1942	M3	10-Aug-99	6:31:00 PM		Pleasure	Motor Craft	Mechanical Failure	Disabled
1999	C	155	63.8017	-79.7967	C1999-1948	M3	11-Aug-99	4:00:00 PM		Pleasure	Motor Craft	Mechanical Failure	Disabled
1999	C	155	52.3083	-80.5	C1999-2585	M4	19-Sep-99	2:14:00 PM		Pleasure	Canoe	Weather	False Alarm
[illegible]													
1999	C	155	51.33	-80.405	C1999-2695	M2	6-Oct-99	7:02:00 PM	CF Primary SAR Air	Pleasure	Canoe	Weather	Stranded
1999	C	155	51.33	-80.405	C1999-2695	M2	6-Oct-99	7:02:00 PM	CF Secondary SAR Air			Weather	Stranded
1999	C	155	62.2833	-80	C1999-2884	A3	23-Dec-99	2:06:00 PM		Air	Multi-Engine Aircraft	Unknown	Other
1999	C	259	62.4567	-114.4417	C1999-0012	A4	13-Jan-99	12:35:00 AM	Casara	Air	Helicopter	Accidental Activation	False Alarm
1999	C	259	62.4617	-114.4417	C1999-0035	A2	4-Feb-99	7:10:00 PM		Air	Multi-Engine Aircraft	Air Other Mechan. Fail	Forced Landing
1999	C	259	60.3567	-108.1367	C1999-0071	U4	9-Mar-99	6:08:00 PM	CF Primary SAR Air	Other	Unknown	Unknown	False Alarm
1999	C	259	60.235	-123.4667	C1999-0072	A3	11-Mar-99	4:23:00 AM	CF Primary SAR Air	Air	Helicopter	Failure to Report	Other
1999	C	259	68.3083	-133.4767	C1999-0117	U4	9-Apr-99	5:15:00 PM		Other	Nil	Unknown	False Alarm
1999	C	259	62.4833	-108.4	C1999-0131	A3	14-Apr-99	4:09:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Weather	Other
1999	C	259	65.465	-127.075	C1999-0214	A1	5-May-99	3:13:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Other	Crash
1999	C	259	65.465	-127.075	C1999-0214	A1	5-May-99	3:13:00 AM	Commercial Aircraft			Other	Crash
1999	C	259	64.5333	-128.35	C1999-1370	A2	18-Jul-99	2:07:00 AM	Commercial Aircraft	Air	Single Engine Aircraft	Other	Crash
1999	C	259	62.9	-107.4667	C1999-1434	A1	21-Jul-99	5:30:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Overload/Stability	Crash
1999	C	259	70	-132	C1999-1471	M4	23-Jul-99	3:26:00 AM		Commercial	Tug	Lack of Knowledge	False Alarm
1999	C	259	69.0167	-137.5667	C1999-1672	H1	30-Jul-99	6:40:00 AM	CCG Air	Other	Person	Injury	Medical
1999	C	259	63.1	-128.8833	C1999-1688	A2	30-Jul-99	6:00:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Navigational Error	Crash
1999	C	259	63.1	-128.8833	C1999-1688	A2	30-Jul-99	6:00:00 PM	Commercial Aircraft			Navigational Error	Crash
1999	C	259	73.0333	-117	C1999-1824	M4	3-Aug-99	3:45:00 PM		Commercial	Cruise Ship	Failure to Report	False Alarm
1999	C	259	64.4167	-110.1167	C1999-2516	A4	11-Sep-99	5:00:00 AM		Air	Helicopter	Failure to Report	False Alarm
1999	C	259	63.3333	-129.1667	C1999-2564	A1	16-Sep-99	9:15:00 PM		Air	Single Engine Aircraft	Mechanical Failure	Crash
1999	C	259	62.4433	-114.4167	C1999-2762	A4	17-Oct-99	12:40:00 AM	CF Primary SAR Air	Other	Nil	Accidental Activation	False Alarm
1999	C	259	62.4433	-114.4167	C1999-2762	A4	17-Oct-99	12:40:00 AM	Federal Ground Resource			Accidental Activation	False Alarm
1999	C	259	60.3967	-123.8283	C1999-2779	A1	24-Oct-99	6:15:00 PM		Air	Helicopter	Unknown	Crash
1999	C	260	65.05	-128.2133	C1999-0111	A1	7-Apr-99	12:54:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Unknown	Crash
1999	C	260	68.8233	-135.5517	C1999-0253	H3	12-May-99	3:28:00 AM	Casara	Other	Person	Unknown	Disoriented
1999	C	260	65.0333	-95.7333	C1999-1159	A4	8-Jul-99	2:10:00 AM		Air	Helicopter	Accidental Activation	False Alarm
1999	C	260	70.4933	-105.995	C1999-1200	U4	11-Jul-99	3:33:00 PM		Other	Nil	Unknown	False Alarm
1999	C	260	72.7667	-77.5667	C1999-1284	M4	15-Jul-99	5:28:00 PM		Pleasure	Kayak	Failure to Report	False Alarm
1999	C	260	70.1667	-68.3333	C1999-1845	M3	5-Aug-99	1:30:00 AM	Commercial Aircraft	Pleasure	Canoe	Out of Fuel	Disabled
1999	C	260	70.1667	-68.3333	C1999-1845	M3	5-Aug-99	1:30:00 AM	Police (Vessel)			Out of Fuel	Disabled
1999	C	260	73.8333	-76.1667	C1999-1869	H2	6-Aug-99	8:16:00 PM	CCG Marine (Non Sar)	Pleasure	Kayak	Ice	Stranded
1999	C	260	67.6833	-107.9333	C1999-1940	M3	9-Aug-99	12:00:00 AM		Pleasure	Motor Craft	Weather	Other
1999	C	260	72.8	-77	C1999-1999	M1	14-Aug-99	10:15:00 PM		Commercial	Cruise Ship	Illness	Medical
1999	C	260	66.1	-110.4167	C1999-2123	A3	22-Aug-99	12:15:00 AM		Air	Multi-Engine Aircraft	Collision with Object	Crash
1999	C	260	69.7533	-69.7533	C1999-2183	M3	23-Aug-99	9:30:00 PM	Commercial Aircraft	Pleasure	Canoe	Mechanical Failure	Disabled
1999	C	260	71.9833	-79.2	C1999-2185	H2	24-Aug-99	8:00:00 PM	CCG Air	Other	Person	Illness	Medical
1999	C	260	72.6333	-78.5	C1999-2417	M3	5-Sep-99	10:30:00 AM	Police (Vessel)	Pleasure	Motor Craft	Mechanical Failure	Disabled
1999	C	260	67.8167	-115.0833	C1999-2496	H3	5-Sep-99	4:30:00 AM	CCG Air	Other	Person	Unknown	Body Recovery
1999	C	260	67.8167	-115.0833	C1999-2497	M1P	5-Sep-99	4:30:00 AM		Pleasure	Open Boat	Unknown	Other
1999	C	260	74.8167	-95.3833	C1999-2610	U4	23-Sep-99	11:50:00 PM		Other	Unknown	Unknown	False Alarm
1999	C	260	69.4167	-95.3667	C1999-2663	M4	26-Sep-99	12:00:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Mistaken Belief	False Alarm
1999	C	260	71.8167	-85.4167	C1999-2753	H2	14-Oct-99	2:00:00 PM	CCG Marine (Non Sar)	Other	Person	Weather	Stranded
1999	C	260	88.5167	-128.05	C1999-2843	M4	19-Nov-99	11:13:00 AM		Other	Unknown	Unknown	False Alarm
1999	M	010	61.4717	-69.5467	M1999-0095	U4	5-Feb-99	1:50:00 PM		Other	Nil	Unknown	False Alarm
1999	M	010	49.45	-54.05	M1999-0302	M4	13-Apr-99	3:45:00 PM	Casara	Other	Nil	Accidental Activation	False Alarm
1999	M	010	65.1667	-62.2667	M1999-0789	A2	22-Jun-99	10:21:00 PM		Air	Multi-Engine Aircraft	Other	Airborne Emergency
1999	M	010	46.245	-38.1767	M1999-1129	M4	22-Jul-99	11:08:00 PM		Other	Nil	Accidental Activation	False Alarm
1999	M	010	62.1867	-65.88	M1999-1225	M4	2-Aug-99	12:04:00 AM	CCG Air	Fishing	Fishing Vessel	Weather	False Alarm
1999	M	010	248.7468	-263.52	M1999-1225	M4	2-Aug-99	12:04:00 AM	CCG Marine (Non Sar)			Weather	False Alarm
1999	M	010	248.7468	-263.52	M1999-1225	M4	2-Aug-99	12:04:00 AM	CF Primary SAR Air			Weather	False Alarm
1999	M	010	248.7468	-263.52	M1999-1225	M4	2-Aug-99	12:04:00 AM	CF Secondary SAR Air			Weather	False Alarm
1999	M	010	248.7468	-263.52	M1999-1225	M4	2-Aug-99	12:04:00 AM	Fishing			Weather	False Alarm
1999	M	010	69.3667	-80.1333	M1999-1724	M2	17-Sep-99	8:20:00 PM	CCG Marine (Non Sar)	Pleasure	Open Boat	Out of Fuel	Other
1999	M	010	138.7334	-160.2666	M1999-1724	M2	17-Sep-99	8:20:00 PM	CF Primary SAR Air			Out of Fuel	Other
1999	M	010	138.7334	-160.2666	M1999-1724	M2	17-Sep-99	8:20:00 PM	Pleasure Craft (Private)			Out of Fuel	Other
1999	M	010	68.4833	-65.45	M1999-1784	M3	1-Oct-99	5:29:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Ice	Disabled
1999	M	010	60.2667	-61.0833	M1999-1874	M3	23-Oct-99	2:49:00 AM	Fishing	Fishing	Fishing Vessel	Mechanical Failure	Disabled
2000	C	155	56.535	-79.2417	C2000-0122	H2	12-Apr-00	9:01:00 PM	CF Primary SAR Air	Other	Person	Weather	Stranded
2000	C	155	56.7417	-76.535	C2000-0432	M2	4-Jun-00	8:00:00 PM	CCG Air	Pleasure	Canoe	Ice	Stranded
2000	C	155	56.7417	-76.535	C2000-0432	M2	4-Jun-00	8:00:00 PM	CF Primary SAR Air			Ice	Stranded
2000	C	155	60.9183	-94.0017	C2000-1877	M1	25-Aug-00	6:30:00 AM	CF Primary SAR Air	Fishing	Fishing Vessel	Overload/Stability	Foundered
2000	C	155	243.6732	-376.0068	C2000-1877	M1	25-Aug-00	6:30:00 AM	Commercial Aircraft			Overload/Stability	Foundered
2000	C	155	243.6732	-376.0068	C2000-1877	M1	25-Aug-00	6:30:00 AM	Commercial Vessel			Overload/Stability	Foundered
2000	C	155	243.6732	-376.0068	C2000-1877	M1	25-Aug-00	6:30:00 AM	Fishing			Overload/Stability	Foundered
2000	C	155	243.6732	-376.0068	C2000-1877	M1	25-Aug-00	6:30:00 AM	Foreign Military Aircraft			Overload/Stability	Foundered
2000	C	155	56.5333	-78.0667	C2000-2257	M1	25-Sep-00	2:10:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2000	C	155	56.5333	-78.0667	C2000-2257	M1	25-Sep-00	2:10:00 PM	CF Primary SAR Air			Mechanical Failure	Disabled

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2000	C	155	55.05	-78.25	C2000-2318	M4	3-Oct-00 11:30:00 PM	CCG Air	Pleasure	Motor Craft	Failure to Report	False Alarm
2000	C	259	65.305	-125.9083	C2000-0063	A2	6-Mar-00 2:00:00 AM	CF Primary SAR Air	Air	Helicopter	Out of Fuel	Stranded
2000	C	259	60	-111.88	C2000-0201	A1P	5-May-00 6:50:00 PM		Air	Multi-Engine Aircraft	Mechanical Failure	Crash
2000	C	259	61.1667	-117.2833	C2000-0463	H4	11-Jun-00 3:44:00 PM	CCG Air	Pleasure	Canoe	Failure to Report	False Alarm
2000	C	259	62.4667	-114.35	C2000-0738	A1P	30-Jun-00 8:17:00 PM		Air	Multi-Engine Aircraft	Unknown	Crash
2000	C	259	62.4183	-110.67	C2000-0838	A4	3-Jul-00 7:45:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2000	C	259	61.3367	-115.7467	C2000-1585	M1	9-Aug-00 4:00:00 AM	CCGA	Fishing	Fishing Vessel	Hull/Rigging Failure	Foundered
2000	C	259	64.9083	-110.9483	C2000-1612	A1	11-Aug-00 2:25:00 AM		Air	Helicopter	Unknown	Crash
2000	C	259	66.1283	-117.8933	C2000-2337	A1	9-Oct-00 12:50:00 AM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Unknown	Crash
2000	C	259	132.2566	-235.7866	C2000-2337	A1	9-Oct-00 12:50:00 AM	CF Secondary SAR Air			Unknown	Crash
2000	C	259	132.2566	-235.7866	C2000-2337	A1	9-Oct-00 12:50:00 AM	Commercial Aircraft			Unknown	Crash
2000	C	259	62.5	-110	C2000-2395	H3	16-Oct-00 7:00:00 PM	CF Secondary SAR Air	Pleasure	Motor Craft	Unknown	Disabled
2000	C	260	70.0667	-84.85	C2000-0008	H3	7-Jan-00 9:08:00 PM	CF Primary SAR Air	Other	Person	Other	Other
2000	C	260	66.29	-109.195	C2000-0043	A4	15-Feb-00 7:38:00 PM	CF Primary SAR Air	Air	Helicopter	Accidental Activation	False Alarm
2000	C	260	66.29	-109.195	C2000-0043	A4	15-Feb-00 7:38:00 PM	CF Secondary SAR Air			Accidental Activation	False Alarm
2000	C	260	60.7833	-101.7	C2000-0077	A1	17-Mar-00 7:28:00 PM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Unknown	Crash
2000	C	260	60.7833	-101.7	C2000-0077	A1	17-Mar-00 7:28:00 PM	CF Secondary SAR Air			Unknown	Crash
2000	C	260	66.8133	-115.125	C2000-0095	A1	28-Mar-00 1:39:00 AM		Air	Helicopter	Weather	Crash
2000	C	260	90	0	C2000-0275	A2	15-May-00 6:42:00 PM		Air	Single Engine Aircraft	Other	Stranded
2000	C	260	74.5833	-97.015	C2000-0304	A1	21-May-00 4:40:00 AM	CF Primary SAR Air	Air	Helicopter	Unknown	Crash
[illegible]												
2000	C	260	74.35	-89.0833	C2000-0369	U4	30-May-00 11:38:00 PM		Other	Nil	Unknown	False Alarm
2000	C	260	82.5167	-62.25	C2000-0427	A4	7-Jun-00 10:16:00 PM		Air	Multi-Engine Aircraft	Other	False Alarm
2000	C	260	85.6083	-69.54	C2000-0456	H2	10-Jun-00 10:13:00 PM	CF Secondary SAR Air	Other	Person	Injury	Medical
2000	C	260	85.6083	-69.54	C2000-0456	H2	10-Jun-00 10:13:00 PM	Commercial Aircraft			Injury	Medical
2000	C	260	73.5433	-84.81	C2000-0852	H2	4-Jul-00 12:44:00 PM	CF Primary SAR Air	Other	Person	Ice	Stranded
2000	C	260	73.5433	-84.81	C2000-0852	H2	4-Jul-00 12:44:00 PM	CF Secondary SAR Air			Ice	Stranded
2000	C	260	66.8333	-108.0333	C2000-0855	A1P	4-Jul-00 3:00:00 PM		Air	Single Engine Aircraft	Unknown	Crash
2000	C	260	66.8167	-116.2167	C2000-1001	A2	12-Jul-00 5:28:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Unknown	Crash
2000	C	260	62.4667	-114.35	C2000-1069	A4	15-Jul-00 9:17:00 PM	Casara	Air	Single Engine Aircraft	Accidental Activation	False Alarm
2000	C	260	62.8883	-94.1233	C2000-1704	A2	13-Aug-00 11:43:00 PM		Air	Single Engine Aircraft	Aircraft Engine Failure	Ditching
2000	C	260	68.5	-96	C2000-1781	M1	15-Aug-00 4:00:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Mechanical Failure	Disabled
2000	C	260	70.85	-96.5833	C2000-1872	M3	25-Aug-00 12:19:00 AM	CF Primary SAR Air	Pleasure	Open Boat	Out of Fuel	Disabled
2000	C	260	69.2067	-81.4	C2000-1929	M3	27-Aug-00 5:00:00 AM	CCG Air	Pleasure	Canoe	Mechanical Failure	Disabled
2000	C	260	69.2067	-81.4	C2000-1929	M3	27-Aug-00 5:00:00 AM	CF Primary SAR Air			Mechanical Failure	Disabled
2000	C	260	72.6667	-78.05	C2000-1968	M3	29-Aug-00 11:22:00 PM	Pleasure Craft (Private)	Pleasure	Motor Craft	Unknown	Grounded
2000	C	260	72.6667	-78.05	C2000-1968	M3	29-Aug-00 11:22:00 PM	Police (Vessel)			Unknown	Grounded
2000	C	260	72.3233	-78.3167	C2000-2013	M2	1-Sep-00 1:50:00 PM		Government	Government Vessel	Illness	Medical
2000	C	260	72.1833	-80.4167	C2000-2014	H2	2-Sep-00 2:50:00 PM	CCG Air	Other	Person	Illness	Medical
2000	C	260	72.75	-77.6167	C2000-2209	M2	18-Sep-00 2:22:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Mechanical Failure	Disabled
2000	C	260	72.75	-77.6167	C2000-2209	M2	18-Sep-00 2:22:00 AM	Pleasure Craft (Private)			Mechanical Failure	Disabled
2000	C	260	73.0917	-85.3	C2000-2332	H1	7-Oct-00 5:00:00 PM	CCG Air	Other	Person	Other	Medical
2000	C	260	73.0917	-85.3	C2000-2332	H1	7-Oct-00 5:00:00 PM	CCG Marine (Non Sar)			Other	Medical
2000	C	260	73.2333	-86.15	C2000-2340	H1	9-Oct-00 9:40:00 PM	CCG Air	Pleasure	Motor Craft	Mechanical Failure	Stranded
2000	C	260	62.8667	-96.8333	C2000-2443	A4	29-Oct-00 8:45:00 PM		Other	Nil	Accidental Activation	False Alarm
2000	C	260	86.2333	-67.45	C2000-2490	U4	24-Nov-00 4:19:00 AM		Other	Nil	Unknown	False Alarm
2000	C	260	68.9667	-81.5833	C2000-2511	H3	13-Dec-00 7:00:00 PM	CF Primary SAR Air	Other	Person	Ice	Other
2000	M	010	69.3083	-79.2283	M2000-0126	U4	23-Feb-00 11:35:00 AM		Other	Nil	Unknown	False Alarm
2000	M	010	50.65	-57.3	M2000-0429	M4	19-May-00 7:12:00 PM		Other	Nil	Other	False Alarm
2000	M	010	60.8833	-64.85	M2000-0815	U4	4-Jul-00 10:27:00 AM		Other	Nil	Unknown	False Alarm
2000	M	010	63.1833	-67.4167	M2000-0955	M2	17-Jul-00 1:56:00 PM	CCG Air	Pleasure	Open Boat	Mechanical Failure	Disabled
2000	M	010	63.1833	-67.4167	M2000-0955	M2	17-Jul-00 1:56:00 PM	Commercial Aircraft			Mechanical Failure	Disabled
2000	M	010	63.5633	-68.0983	M2000-1496	M4	18-Sep-00 12:17:00 PM	CCGA	Pleasure	Open Boat	Other	False Alarm
2000	M	010	254.2532	-272.3932	M2000-1496	M4	18-Sep-00 12:17:00 PM	CF Primary SAR Air			Other	False Alarm
2000	M	010	254.2532	-272.3932	M2000-1496	M4	18-Sep-00 12:17:00 PM	Other			Other	False Alarm
2000	M	010	254.2532	-272.3932	M2000-1496	M4	18-Sep-00 12:17:00 PM	Pleasure Craft (Private)			Other	False Alarm
2000	M	010	254.2532	-272.3932	M2000-1496	M4	18-Sep-00 12:17:00 PM	Private Aircraft			Other	False Alarm
2000	M	010	63.5583	-68.0983	M2000-1519	M4	18-Sep-00 12:30:00 PM	CCGA	Pleasure	Open Boat	Other	False Alarm
2000	M	010	254.2332	-272.3932	M2000-1519	M4	18-Sep-00 12:30:00 PM	CF Primary SAR Air			Other	False Alarm
2000	M	010	254.2332	-272.3932	M2000-1519	M4	18-Sep-00 12:30:00 PM	Fishing			Other	False Alarm
2000	M	010	254.2332	-272.3932	M2000-1519	M4	18-Sep-00 12:30:00 PM	Other			Other	False Alarm
2000	M	010	254.2332	-272.3932	M2000-1519	M4	18-Sep-00 12:30:00 PM	Pleasure Craft (Private)			Other	False Alarm
2000	M	010	67.55	-64.0333	M2000-1681	M2	8-Oct-00 5:20:00 AM	CCG Air	Pleasure	Open Boat	Mechanical Failure	Disabled
2000	M	010	135.1	-128.0666	M2000-1681	M2	8-Oct-00 5:20:00 AM	CCG Marine (Non Sar)			Mechanical Failure	Disabled
2000	M	010	135.1	-128.0666	M2000-1681	M2	8-Oct-00 5:20:00 AM	CF Primary SAR Air			Mechanical Failure	Disabled
2001	C	155	51.21	-79.45	C2001-0681	M4	19-Jun-01 7:00:00 PM	CF Primary SAR Air	Pleasure	Open Boat	Mistaken Belief	False Alarm
2001	C	155	57.4883	-78.6067	C2001-0991	M3	4-Jul-01 3:52:00 PM		Pleasure	Motor Craft	Ice	Disabled
2001	C	155	58.7617	-94.1683	C2001-1020	M4	5-Jul-01 8:53:00 PM		Commercial	Tug	Lack of Knowledge	False Alarm
2001	C	155	64.0333	-95.7	C2001-1156	M3	11-Jul-01 3:00:00 PM	CF Primary SAR Air	Pleasure	Open Boat	Weather	Other
2001	C	155	59.66	-94.77	C2001-1161	M3	12-Jul-01 2:00:00 AM	CF Primary SAR Air	Pleasure	Open Boat	Ice	Stranded
2001	C	155	51.325	-80.515	C2001-1503	M3	25-Jul-01 6:55:00 PM	CF Primary SAR Air	Pleasure	Canoe	Weather	Other
2001	C	155	51.325	-80.515	C2001-1503	M3	25-Jul-01 6:55:00 PM	Provincial Aircraft			Weather	Other
2001	C	155	51.43	-80.35	C2001-2226	M4	23-Aug-01 8:35:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Weather	False Alarm
2001	C	155	59.0417	-92.665	C2001-2228	M2	23-Aug-01 10:45:00 PM	CF Primary SAR Air	Commercial	Tug	Unknown	On Fire
2001	C	155	61	-92.8333	C2001-2583	M3	18-Sep-01 1:00:00 AM		Pleasure	Motor Craft	Electrical Failure	Disabled
2001	C	155	63.0667	-90.6	C2001-2586	M3	19-Sep-01 6:57:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Mechanical Failure	Disabled
2001	C	155	51.25	-80	C2001-2621	M3	24-Sep-01 12:00:00 AM	CF Primary SAR Air	Pleasure	Open Boat	Weather	Other
2001	C	259	62.5	-114.5683	C2001-0062	A4	11-Mar-01 3:07:00 PM	CF Secondary SAR Air	Other	Other	Accidental Activation	False Alarm
2001	C	259	62.5	-114.5683	C2001-0062	A4	11-Mar-01 3:07:00 PM	Federal Ground Resource			Accidental Activation	False Alarm
2001	C	259	63.445	-109.2017	C2001-0082	A1P	27-Mar-01 4:00:00 PM		Other	Nil	Unknown	Crash
2001	C	259	70.1833	-124.6667	C2001-0084	A4	29-Mar-01 10:38:00 PM	CF Primary SAR Air	Air	Helicopter	Accidental Activation	False Alarm
2001	C	259	64.9083	-125.5683	C2001-0088	A4	2-Apr-01 2:20:00 AM	CF Primary SAR Air	Other	Nil	Unknown	False Alarm
2001	C	259	58.4233	-116.075	C2001-0273	A4	18-May-01 10:58:00 PM	Casara	Air	Single Engine Aircraft	Mechanical Failure	False Alarm
2001	C	259	59.9	-114.6333	C2001-0828	A4	28-Jun-01 10:09:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Weather	False Alarm
2001	C	259	59.9	-114.6333	C2001-0828	A4	28-Jun-01 10:09:00 PM	Casara			Weather	False Alarm
2001	C	259	62.25	-113.1333	C2001-1412	A4	22-Jul-01 5:12:00 PM	Casara	Other	Nil	Unknown	False Alarm
2001	C	259	68.5	-132.8333	C2001-1471	A1P	24-Jul-01 2:00:00 AM		Air	Multi-Engine Aircraft	Unknown	Crash
2001	C	259	53.4233	-112.2183	C2001-1538	U4	26-Jul-01 5:50:00 PM		Other	Unknown	Unknown	False Alarm

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2001	C	259	68.2833	-130.0667	C2001-1660	A1	30-Jul-01	5:17:00 AM	CCG Air	Air	Single Engine Aircraft	Failure to Report	Other
2001	C	259	68.2833	-130.0667	C2001-1660	A1	30-Jul-01	5:17:00 AM	CF Primary SAR Air			Failure to Report	Other
2001	C	259	69.88	-122.78	C2001-1663	M3	30-Jul-01	3:10:00 PM		Pleasure	Motor Craft	Out of Fuel	Disabled
2001	C	259	52.6833	-114.235	C2001-1956	A1	10-Aug-01	3:00:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Unknown	Crash
2001	C	259	68.51	-128.6967	C2001-2094	H3	16-Aug-01	12:00:00 PM	CF Primary SAR Air	Other	Person	Lack of Knowledge	Other
2001	C	259	68.51	-128.6967	C2001-2094	H3	16-Aug-01	12:00:00 PM	Commercial Aircraft			Lack of Knowledge	Other
2001	C	259	62.47	-106.7083	C2001-2230	A2	23-Aug-01	11:58:00 PM		Air	Helicopter	Air Other Mechan. Fail	Stranded
2001	C	259	64.05	-109.5	C2001-2351	A2	31-Aug-01	4:30:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Air Other Mechan. Fail	Other
2001	C	259	69.4	-131.1333	C2001-2674	A1	2-Oct-01	3:30:00 AM		Air	Single Engine Aircraft	Unknown	Crash
2001	C	259	61.75	-121.2333	C2001-2691	A1P	6-Oct-01	1:00:00 AM		Air	Helicopter	Unknown	Crash
2001	C	259	60.26	-123.425	C2001-2743	A1	16-Oct-01	4:25:00 AM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Unknown	Crash
2001	C	259	60.26	-123.425	C2001-2743	A1	16-Oct-01	4:25:00 AM	CF Secondary SAR Air			Unknown	Crash
2001	C	259	68.36	-133.3883	C2001-2796	A1	3-Nov-01	2:30:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Weather	Crash
2001	C	259	68.36	-133.3883	C2001-2796	A1	3-Nov-01	2:30:00 AM	Commercial Aircraft			Weather	Crash
2001	C	259	61.175	-113.6867	C2001-2877	A4	13-Dec-01	2:32:00 PM		Other	Nil	Unknown	False Alarm
2001	C	259	62.45	-114.4333	C2001-2889	A4	22-Dec-01	11:25:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2001	C	259	65.7933	-128.52	C2001-2896	A1	31-Dec-01	10:13:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Unknown	Crash
2001	C	259	131.5866	-257.04	C2001-2896	A1	31-Dec-01	10:13:00 PM	CF Secondary SAR Air			Unknown	Crash
2001	C	259	131.5866	-257.04	C2001-2896	A1	31-Dec-01	10:13:00 PM	Commercial Aircraft			Unknown	Crash
2001	C	260	82.5167	-62.25	C2001-0104	A3	8-Apr-01	9:49:00 PM		Air	Multi-Engine Aircraft	Failure to Report	Other
[illegible]													
2001	C	260	64.725	-96.035	C2001-0149	A1	29-Apr-01	2:06:00 AM	CF Primary SAR Air	Air	Helicopter	Mechanical Failure	Crash
2001	C	260	79.9667	-85.95	C2001-0197	A3	8-May-01	2:00:00 PM		Air	Multi-Engine Aircraft	Failure to Report	Other
2001	C	260	83.8117	-74.6683	C2001-0288	H1	20-May-01	1:44:00 AM	CF Secondary SAR Air	Other	Other	Unknown	Other
2001	C	260	72.6667	-77.9333	C2001-0385	A4	1-Jun-01	6:00:00 AM		Air	Helicopter	Failure to Report	False Alarm
2001	C	260	64.4067	-96.075	C2001-1213	H1	14-Jul-01	12:00:00 PM	Police (Vessel)	Other	Person	Unknown	Capsized
2001	C	260	72.52	-78.92	C2001-1551	M2	24-Jul-01	8:00:00 PM	CCG Air	Pleasure	Motor Craft	Illness	Medical
2001	C	260	68.1583	-74.6683	C2001-1894	M4	6-Aug-01	4:00:00 PM		Commercial	Cruise Ship	Failure to Report	False Alarm
2001	C	260	77.81	-82.63	C2001-1943	U4	9-Aug-01	6:01:00 PM	Commercial Aircraft	Other	Unknown	Unknown	False Alarm
2001	C	260	78.1117	-82.4817	C2001-2159	H4	19-Aug-01	3:41:00 AM	CF Primary SAR Air	Other	Person	Hoax	False Alarm
2001	C	260	78.1117	-82.4817	C2001-2159	H4	19-Aug-01	3:41:00 AM	Commercial Aircraft			Hoax	False Alarm
2001	C	260	72.0383	-86.0083	C2001-2162	H1	19-Aug-01	6:42:00 AM	CCG Air	Other	Person	Injury	Medical
2001	C	260	72.0383	-86.0083	C2001-2162	H1	19-Aug-01	6:42:00 AM	CCG Marine (Non Sar)			Injury	Medical
2001	C	260	68.4333	-114.0833	C2001-2347	H4	31-Aug-01	2:02:00 AM		Other	Nil	Mistaken Belief	False Alarm
2001	C	260	68.4667	-110.9667	C2001-2651	M4	29-Sep-01	11:02:00 PM	CF Primary SAR Air	Pleasure	Sail Craft	Weather	False Alarm
2001	C	260	72.6667	-86.6867	C2001-2683	M4	3-Oct-01	6:55:00 PM	CCG Air	Pleasure	Motor Craft	Mistaken Belief	False Alarm
2001	C	260	72.3917	-85.2383	C2001-2716	H1	12-Oct-01	1:02:00 AM	CCG Air	Other	Person	Illness	Medical
2001	C	260	72.3917	-85.2383	C2001-2716	H1	12-Oct-01	1:02:00 AM	CCG Marine (Non Sar)			Illness	Medical
2001	M	010	64.75	-68.55	M2001-0956	A3	25-Jul-01	6:21:00 PM		Air	Multi-Engine Aircraft	Aircraft Engine Failure	Airborne Emergency
2001	M	010	63.75	-68.55	M2001-1100	A3	9-Aug-01	10:28:00 AM		Air	Multi-Engine Aircraft	Other	Airborne Emergency
2001	M	010	64.2817	-58.3133	M2001-1230	M3	21-Aug-01	1:43:00 PM	CCGA	Fishing	Fishing Vessel	Mechanical Failure	Disabled
2001	M	010	63.7667	-68.55	M2001-1673	A3	30-Nov-01	9:22:00 PM		Air	Multi-Engine Aircraft	Aircraft Engine Failure	Airborne Emergency
2002	C	155	56.98	-79.6667	C2002-1233	M3	19-Jul-02	5:56:00 PM	Other	Pleasure	Motor Craft	Hull/Rigging Failure	Disabled
2002	C	155	66.525	-86.25	C2002-1505	M1P	28-Jul-02	11:00:00 AM		Pleasure	Kayak	Unknown	Capsized
2002	C	155	69.3467	-81.7317	C2002-2652	M4	22-Sep-02	2:00:00 PM		Pleasure	Open Boat	Unknown	False Alarm
2002	C	155	69.6917	-78.2967	C2002-2787	M3	11-Oct-02	4:00:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Weather	Other
2002	C	155	57.9967	-80.4717	C2002-2895	M4	16-Nov-02	1:14:00 PM		Fishing	Fishing Boat (Open)	Electrical Failure	False Alarm
2002	C	259	65.6833	-128.5167	C2002-0001	H3	2-Jan-02	8:00:00 PM	CF Secondary SAR Air	Other	Other	Other	Body Recovery
2002	C	259	62.3517	-111.2483	C2002-0005	H1	6-Jan-02	7:23:00 PM	CF Primary SAR Air	Other	Person	Other	Other
2002	C	259	61.1833	-113.71	C2002-0012	A4	10-Jan-02	10:00:00 AM	Casara	Other	Nil	Other	False Alarm
2002	C	259	72.1	-124.9267	C2002-0148	U4	2-May-02	8:47:00 PM	Federal Ground Resource	Other	Nil	Unknown	False Alarm
2002	C	259	62.4583	-114.4383	C2002-0180	U4	10-May-02	7:05:00 PM		Other	Unknown	Unknown	False Alarm
2002	C	259	69.575	-139.15	C2002-0443	A1	13-Jun-02	10:10:00 PM		Air	Single Engine Aircraft	Unknown	Crash
2002	C	259	64.5083	-111	C2002-1607	A1P	1-Aug-02	11:25:00 PM		Air	Single Engine Aircraft	Unknown	Crash
2002	C	259	60.8167	-107.9	C2002-1842	A1	10-Aug-02	12:08:00 AM	Federal Aircraft (Other)	Government	Government Vessel	Unknown	Crash
2002	C	259	64.0883	-125.0717	C2002-1865	A4	10-Aug-02	8:53:00 PM	Commercial Aircraft	Other	Nil	Mistaken Belief	False Alarm
2002	C	259	64.5067	-110.2867	C2002-2285	A1P	28-Aug-02	10:55:00 PM		Air	Multi-Engine Aircraft	Unknown	On Fire
2002	C	259	62.4033	-114.2917	C2002-2739	H1	4-Oct-02	9:34:00 PM	CF Primary SAR Air	Pleasure	Personal Watercraft	Out of Fuel	Missing Person(s)
2002	C	259	124.8066	-228.5834	C2002-2739	H1	4-Oct-02	9:34:00 PM	CF Secondary SAR Air			Out of Fuel	Missing Person(s)
2002	C	259	124.8066	-228.5834	C2002-2739	H1	4-Oct-02	9:34:00 PM	Casara			Out of Fuel	Missing Person(s)
2002	C	259	69.3933	-133.315	C2002-2777	M1	10-Oct-02	8:25:00 PM	Commercial Aircraft	Pleasure	Kayak	Ice	Stranded
2002	C	260	65.8267	-110.3483	C2002-0090	A4	2-Apr-02	8:17:00 PM	Commercial Aircraft	Other	Nil	Unknown	False Alarm
2002	C	260	76.5817	-68.595	C2002-0440	A4	13-Jun-02	9:01:00 PM		Air	Multi-Engine Aircraft	Failure to Report	False Alarm
2002	C	260	66.8367	-108.0283	C2002-0447	A4	14-Jun-02	5:33:00 AM	CF Primary SAR Air	Air	Helicopter	Failure to Report	False Alarm
2002	C	260	66.2	-114.1667	C2002-0839	H1	2-Jul-02	7:55:00 PM	CF Primary SAR Air	Other	Person	Injury	Medical
2002	C	260	66.2	-114.1667	C2002-0839	H1	2-Jul-02	7:55:00 PM	CF Secondary SAR Air			Injury	Medical
2002	C	260	69.2167	-81.845	C2002-1229	U4	19-Jul-02	3:05:00 PM		Other	Unknown	Unknown	False Alarm
2002	C	260	62.4767	-114.3567	C2002-1626	A4	2-Aug-02	8:38:00 PM	Casara	Air	Multi-Engine Aircraft	Unknown	False Alarm
2002	C	260	67.7833	-114.5167	C2002-1971	M2	14-Aug-02	6:00:00 AM	CCG Air	Pleasure	Motor Craft	Mechanical Failure	Disabled
2002	C	260	135.5666	-229.0334	C2002-1971	M2	14-Aug-02	6:00:00 AM	CCG Marine (Non Sar)			Mechanical Failure	Disabled
2002	C	260	135.5666	-229.0334	C2002-1971	M2	14-Aug-02	6:00:00 AM	CF Secondary SAR Air			Mechanical Failure	Disabled
2002	C	260	70.425	-78.9267	C2002-1978	M2	15-Aug-02	2:08:00 PM	Commercial Aircraft	Pleasure	Motor Craft	Weather	Stranded
2002	C	260	70.425	-78.9267	C2002-1989	M3	16-Aug-02	3:27:00 PM	Commercial Aircraft	Pleasure	Open Boat	Weather	Stranded
2002	C	260	67.9483	-110.4183	C2002-2038	M3	16-Aug-02	11:00:00 PM	CF Primary SAR Air	Pleasure	Kayak	Electrical Failure	Other
2002	C	260	68.6433	-95.8167	C2002-2892	U4	12-Nov-02	2:48:00 PM		Other	Nil	Unknown	False Alarm
2002	C	260	67.0833	-113.6833	C2002-2914	H1	25-Nov-02	7:10:00 PM	CF Primary SAR Air	Other	Person	Unknown	Missing Person(s)
2002	C	260	67.0833	-113.6833	C2002-2914	H1	25-Nov-02	7:10:00 PM	CF Secondary SAR Air			Unknown	Missing Person(s)
2002	M	010	65.8667	-77.5333	M2002-0144	U4	17-Mar-02	1:23:00 PM		Other	Nil	Unknown	False Alarm
2002	M	010	69	-62.3167	M2002-0145	U4	17-Mar-02	1:23:00 PM		Other	Nil	Unknown	False Alarm
2002	M	010	63.6	-58.3	M2002-0499	M2	9-Jun-02	5:55:00 PM		Fishing	Fishing Vessel	Illness	Medical
2002	M	010	64.3333	-75.5333	M2002-0730	M4	10-Jul-02	10:56:00 PM		Pleasure	Canoe	Other	False Alarm
2002	M	010	63.5333	-68.6333	M2002-0791	M2	15-Jul-02	1:41:00 PM	CCG Marine (Non Sar)	Pleasure	Canoe	Mechanical Failure	Disabled
2002	M	010	69.7833	-69.7667	M2002-0807	M2	17-Jul-02	8:41:00 PM	Commercial Aircraft	Pleasure	Canoe	Mechanical Failure	Disabled
2002	M	010	65.725	-64.8183	M2002-1087	H2	13-Aug-02	8:02:00 AM		Other	Nil	Illness	Medical
2002	M	010	63.4	-67.7833	M2002-1113	M4	15-Aug-02	7:31:00 PM	CCG Air	Pleasure	Canoe	Unknown	False Alarm
2002	M	010	63.4	-67.7833	M2002-1113	M4	15-Aug-02	7:31:00 PM	CCG Marine (Non Sar)			Unknown	False Alarm
2002	M	010	63.1833	-56.0167	M2002-1124	M4	16-Aug-02	4:48:00 PM		Pleasure	Sail Craft	Weather	False Alarm
2002	M	010	70	-80.0333	M2002-1195	H2	21-Aug-02	8:26:00 PM	CCG Air	Other	Person	Illness	Medical

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2002	M	010	63.55	-66.5333	M2002-1201	U4	22-Aug-02 9:16:00 AM		Other	Unknown	Unknown	False Alarm
2002	M	010	64.3833	-76.1333	M2002-1382	M3	13-Sep-02 5:55:00 PM	CF Primary SAR Air	Pleasure	Canoe	Tides/Currents	Other
2002	M	010	64.3833	-76.1333	M2002-1382	M3	13-Sep-02 5:55:00 PM	Other			Tides/Currents	Other
2002	M	010	47.0033	-65.445	M2002-1423	A3	22-Sep-02 5:43:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Weather	Airborne Emergency
2002	M	010	64.4833	-59.1667	M2002-1439	U4	24-Sep-02 2:38:00 AM		Other	Nil	Unknown	False Alarm
2002	M	010	67.7583	-64.4533	M2002-1522	M3	15-Oct-02 4:54:00 AM	CCG Marine (Non Sar)	Pleasure	Canoe	Weather	Missing Person(s)
2002	M	010	203.2749	-193.3599	M2002-1522	M3	15-Oct-02 4:54:00 AM	CF Primary SAR Air			Weather	Missing Person(s)
2002	M	010	203.2749	-193.3599	M2002-1522	M3	15-Oct-02 4:54:00 AM	Fishing			Weather	Missing Person(s)
2002	M	010	203.2749	-193.3599	M2002-1522	M3	15-Oct-02 4:54:00 AM	Other			Weather	Missing Person(s)
2002	M	010	67.15	-63.005	M2002-1571	M3	29-Oct-02 3:45:00 PM	CF Primary SAR Air	Pleasure	Canoe	Unknown	Missing Person(s)
2002	N	010	62.0167	-60.3667	N2002-0142	M3	1-Jun-02 7:24:00 PM	CCGA	Fishing	Fishing Vessel	Mechanical Failure	Disabled
2003	C	155	69.3833	-80.9167	C2003-0099	H2	29-Mar-03 9:14:00 PM	CF Primary SAR Air	Other	Person	Weather	Missing Person(s)
2003	C	155	56.3917	-80.2967	C2003-1741	M4	12-Aug-03 6:03:00 PM		Other	Other	Unknown	False Alarm
2003	C	155	62.825	-92.38	C2003-2584	M2	5-Nov-03 7:00:00 PM	Pleasure Craft (Private)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2003	C	155	62.825	-92.38	C2003-2584	M2	5-Nov-03 7:00:00 PM	Provincial Ground Res.			Mechanical Failure	Disabled
2003	C	259	64.9167	-125.5	C2003-0018	U4	24-Jan-03 4:20:00 PM	Commercial Aircraft	Other	Nil	Unknown	False Alarm
2003	C	259	64.5017	-129.5017	C2003-1080	A1	10-Jul-03 10:15:00 PM		Air	Helicopter	Unknown	Crash
2003	C	259	68.25	-135.0167	C2003-1089	H2	11-Jul-03 5:00:00 PM	CCG Air	Other	Other	Navigational Error	Disoriented
2003	C	259	136.5	-270.0334	C2003-1089	H2	11-Jul-03 5:00:00 PM	CCGA			Navigational Error	Disoriented
2003	C	259	136.5	-270.0334	C2003-1089	H2	11-Jul-03 5:00:00 PM	CF Secondary SAR Air			Navigational Error	Disoriented
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2003	C	259	67.4117	-134.9083	C2003-1114	A4	13-Jul-03 10:24:00 AM		Air	Helicopter	Weather	False Alarm
2003	C	259	62.3	-114.18	C2003-1913	H1	18-Aug-03 7:24:00 PM	Federal Ground Resource	Other	Person	Unknown	Missing Person(s)
2003	C	259	63.3117	-113.78	C2003-2084	A4	27-Aug-03 11:29:00 PM	Casara	Air	Single Engine Aircraft	Unknown	False Alarm
2003	C	260	69.105	-105	C2003-0019	A4	25-Jan-03 6:28:00 PM		Other	Other	Unknown	False Alarm
2003	C	260	68.85	-110	C2003-0029	U4	1-Feb-03 1:47:00 PM		Other	Nil	Unknown	False Alarm
2003	C	260	62.8667	-94.4667	C2003-0063	H1	3-Mar-03 5:00:00 AM	CF Primary SAR Air	Other	Person	Mechanical Failure	Stranded
2003	C	260	69.5117	-82.9033	C2003-0069	H2	13-Mar-03 9:21:00 PM		Other	Land Vehicle	Mechanical Failure	Disabled
2003	C	260	77.885	-103.1767	C2003-0144	H4	25-Apr-03 9:16:00 PM		Other	Person	Accidental Activation	False Alarm
2003	C	260	73.5333	-93.9167	C2003-0200	A1	11-May-03 10:00:00 PM		Air	Helicopter	Unknown	Crash
2003	C	260	62.4633	-114.4133	C2003-0288	A4	22-May-03 2:39:00 PM	Casara	Air	Multi-Engine Aircraft	Unknown	False Alarm
2003	C	260	70.535	-95.1683	C2003-0406	A3	3-Jun-03 2:00:00 AM		Air	Helicopter	Weather	Forced Landing
2003	C	260	62.4667	-114.35	C2003-1196	A4	16-Jul-03 6:32:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Failure to Report	False Alarm
2003	C	260	74.58	-83.2017	C2003-1680	M4	9-Aug-03 7:00:00 AM	CCG Air	Commercial	Cruise Ship	Failure to Report	False Alarm
2003	C	260	68.5333	-89.805	C2003-1743	A4	12-Aug-03 12:06:00 AM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2003	C	260	59.2333	-64.2167	C2003-1885	A1	17-Aug-03 7:55:00 PM		Air	Single Engine Aircraft	Unknown	Capsized
2003	C	260	69.665	-93.35	C2003-1907	U4	19-Aug-03 1:58:00 AM		Other	Unknown	Unknown	False Alarm
2003	C	260	73.02	-85.065	C2003-2309	M3	13-Sep-03 5:06:00 AM	Pleasure Craft (Private)	Pleasure	Canoe	Out of Fuel	Disabled
2003	C	260	67.7417	-114.2767	C2003-2482	M4	6-Oct-03 12:00:00 PM	Commercial Aircraft	Pleasure	Open Boat	Weather	False Alarm
2003	C	260	67.0833	-115.7333	C2003-2566	A4	27-Oct-03 6:20:00 PM	CF Secondary SAR Air	Air	Helicopter	Accidental Activation	False Alarm
2003	C	260	69.3817	-81.8167	C2003-2592	H1	11-Nov-03 5:21:00 PM	CF Primary SAR Air	Other	Person	Navigational Error	Missing Person(s)
2003	M	010	62.1333	-60.2833	M2003-0252	M3	24-Apr-03 10:32:00 PM		Fishing	Fishing Vessel	Injury	Medical
2003	M	010	60.3533	-52.375	M2003-0267	U4	29-Apr-03 1:10:00 PM	Foreign Military Aircraft	Other	Unknown	Unknown	False Alarm
2003	M	010	62.2833	-60.3167	M2003-0305	M3	7-May-03 12:02:00 AM		Fishing	Fishing Vessel	Injury	Medical
2003	M	010	63.9	-58.4167	M2003-0492	M3	10-Jun-03 6:39:00 PM		Fishing	Fishing Vessel	Injury	Medical
2003	M	010	62.7833	-67.0167	M2003-0982	M3	10-Aug-03 5:34:00 PM		Pleasure	Motor Craft	Out of Fuel	Other
2003	M	010	66.6317	-65.1667	M2003-1011	H2	13-Aug-03 2:22:00 AM	CCG Air	Other	Person	Injury	Medical
2003	M	010	63.655	-67.76	M2003-1141	M4	25-Aug-03 2:21:00 AM	CCG Air	Pleasure	Canoe	Unknown	False Alarm
2003	M	010	63.655	-67.76	M2003-1141	M4	25-Aug-03 2:21:00 AM	CF Primary SAR Air			Unknown	False Alarm
2003	M	010	61.995	-65.7	M2003-1160	M2	28-Aug-03 3:35:00 PM	CCG Marine (Non Sar)	Commercial	Cargo Ship	Mechanical Failure	Disabled
2003	M	010	61.995	-65.7	M2003-1160	M2	28-Aug-03 3:35:00 PM	Commercial Vessel			Mechanical Failure	Disabled
2003	M	010	69.75	-78.3333	M2003-1168	M3	29-Aug-03 5:53:00 PM	CF Primary SAR Air	Pleasure	Canoe	Weather	Other
2003	M	010	69.75	-78.3333	M2003-1168	M3	29-Aug-03 5:53:00 PM	Casara			Weather	Other
2003	M	010	62.7333	-60.35	M2003-1300	M3	12-Sep-03 2:11:00 PM		Fishing	Fishing Vessel	Mechanical Failure	Disabled
2003	M	010	48	-65.3333	M2003-1396	M4	5-Oct-03 10:59:00 PM		Other	Other	Unknown	False Alarm
2003	M	010	61.9333	-60.2833	M2003-1611	M2	16-Dec-03 6:47:00 AM		Fishing	Fishing Vessel	Injury	Medical
2003	N	010	60.56	-63.6	N2003-0423	M2	18-Nov-03 3:26:00 AM	CF Primary SAR Air	Fishing	Fishing Vessel	Illness	Medical
2003	Q	010	59.9817	-69.8567	Q2003-0322	M2	25-Jun-03 8:40:00 PM	CCG Air	Pleasure	Motor Craft	Overload/Stability	Foundered
2003	Q	010	59.9817	-69.8567	Q2003-0322	M2	25-Jun-03 8:40:00 PM	Fishing			Overload/Stability	Foundered
2004	C	155	63.905	-89.1017	C2004-0723	M1	27-Jun-04 12:38:00 AM	Private Aircraft	Pleasure	Motor Craft	Ice	Disabled
2004	C	155	63.4167	-79.5833	C2004-1321	M3	24-Jul-04 9:37:00 AM	Pleasure Craft (Private)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2004	C	155	63.4167	-79.5833	C2004-1321	M3	24-Jul-04 9:37:00 AM	Provincial Aircraft			Mechanical Failure	Disabled
2004	C	155	65.03	-86.7	C2004-1350	M3	25-Jul-04 7:15:00 AM	Pleasure Craft (Private)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2004	C	155	63.1317	-78.9983	C2004-1610	M3	7-Aug-04 1:03:00 PM	Other	Pleasure	Motor Craft	Mechanical Failure	Disabled
2004	C	155	63.3383	-92.7017	C2004-1650	M4	8-Aug-04 10:00:00 PM	Other	Pleasure	Motor Craft	Failure to Report	False Alarm
2004	C	155	62.155	-74.7067	C2004-1842	M4	21-Aug-04 2:00:00 AM		Commercial	Bulk Carrier	Failure to Report	False Alarm
2004	C	155	52.96	-82.2767	C2004-2115	M4	7-Sep-04 6:17:00 PM	CF Primary SAR Air	Pleasure	Canoe	Mistaken Belief	False Alarm
2004	C	155	105.92	-164.5534	C2004-2115	M4	7-Sep-04 6:17:00 PM	Casara			Mistaken Belief	False Alarm
2004	C	155	105.92	-164.5534	C2004-2115	M4	7-Sep-04 6:17:00 PM	Private Aircraft			Mistaken Belief	False Alarm
2004	C	155	61.7617	-72.1433	C2004-2383	M2	7-Oct-04 2:30:00 AM	CCG Marine (Non Sar)	Pleasure	Canoe	Mechanical Failure	Disabled
2004	C	155	61.7617	-72.1433	C2004-2383	M2	7-Oct-04 2:30:00 AM	CF Primary SAR Air			Mechanical Failure	Disabled
2004	C	155	52.8833	-82.1717	C2004-2478	M3	1-Nov-04 1:20:00 PM	CF Primary SAR Air	Pleasure	Open Boat	Out of Fuel	Disabled
2004	C	155	52.8833	-82.1717	C2004-2478	M3	1-Nov-04 1:20:00 PM	Federal Aircraft (Other)			Out of Fuel	Disabled
2004	C	259	68.6617	-133.505	C2004-0001	H3	1-Jan-04 9:14:00 PM		Other	Person	Unknown	Missing Person(s)
2004	C	259	65.6733	-127.7317	C2004-0032	U4	15-Feb-04 9:55:00 PM	Federal Aircraft (Other)	Other	Other	Unknown	False Alarm
2004	C	259	62.4667	-113.38	C2004-0045	H3	23-Feb-04 11:59:00 PM	Federal Ground Resource	Other	Person	Mechanical Failure	Missing Person(s)
2004	C	259	60.5817	-121.32	C2004-0063	A4	11-Mar-04 8:18:00 PM		Air	Single Engine Aircraft	Air Other Mechan. Fail	False Alarm
2004	C	259	63.8733	-117.6233	C2004-0173	U4	1-May-04 1:15:00 PM		Other	Nil	Unknown	False Alarm
2004	C	259	64.0917	-111.205	C2004-0325	A4	29-May-04 3:48:00 PM	Casara	Air	Helicopter	Accidental Activation	False Alarm
2004	C	259	60.5833	-112.1333	C2004-0437	A1P	7-Jun-04 10:00:00 PM		Air	Single Engine Aircraft	Unknown	Crash
2004	C	259	62.475	-114.475	C2004-0732	A4	27-Jun-04 2:50:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2004	C	259	67.1683	-126.0017	C2004-1432	A3	30-Jul-04 4:08:00 AM		Air	Helicopter	Failure to Report	Other
2004	C	259	68.015	-132.6017	C2004-1732	A1	14-Aug-04 10:44:00 PM	Commercial Aircraft	Air	Helicopter	Unknown	Crash
2004	C	259	60.84	-115.7833	C2004-1975	A4	29-Aug-04 10:15:00 PM		Air	Single Engine Aircraft	Unknown	False Alarm
2004	C	259	62.4617	-114.4417	C2004-1999	U4	2-Sep-04 10:36:00 AM		Other	Unknown	Unknown	False Alarm
2004	C	259	67.1317	-111.145	C2004-2129	A1	9-Sep-04 10:06:00 PM		Air	Helicopter	Unknown	Crash
2004	C	259	69.4283	-133.0567	C2004-2306	M1	25-Sep-04 10:00:00 PM	CCG Air	Pleasure	Open Boat	Unknown	Missing Person(s)
2004	C	259	694.283	-1,330.567	C2004-2306	M1	25-Sep-04 10:00:00 PM	CCG Marine (Non Sar)			Unknown	Missing Person(s)

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2004	C	259	694.283	-1,330.567	C2004-2306	M1	25-Sep-04 10:00:00 PM	CF Primary SAR Air			Unknown	Missing Person(s)
2004	C	259	694.283	-1,330.567	C2004-2306	M1	25-Sep-04 10:00:00 PM	CF Secondary SAR Air			Unknown	Missing Person(s)
2004	C	259	694.283	-1,330.567	C2004-2306	M1	25-Sep-04 10:00:00 PM	Commercial Aircraft			Unknown	Missing Person(s)
2004	C	259	694.283	-1,330.567	C2004-2306	M1	25-Sep-04 10:00:00 PM	Commercial Vessel			Unknown	Missing Person(s)
2004	C	259	694.283	-1,330.567	C2004-2306	M1	25-Sep-04 10:00:00 PM	Federal Aircraft (Other)			Unknown	Missing Person(s)
2004	C	259	694.283	-1,330.567	C2004-2306	M1	25-Sep-04 10:00:00 PM	Federal Vessel (Other)			Unknown	Missing Person(s)
2004	C	259	694.283	-1,330.567	C2004-2306	M1	25-Sep-04 10:00:00 PM	Pleasure Craft (Private)			Unknown	Missing Person(s)
2004	C	259	694.283	-1,330.567	C2004-2306	M1	25-Sep-04 10:00:00 PM	Police (Ashore)			Unknown	Missing Person(s)
2004	C	259	694.283	-1,330.567	C2004-2306	M1	25-Sep-04 10:00:00 PM	USCG (Air)			Unknown	Missing Person(s)
2004	C	259	62.0533	-112.0517	C2004-2570	H2	23-Dec-04 11:59:00 PM	CF Secondary SAR Air	Other	Land Vehicle	Unknown	Missing Person(s)
2004	C	259	62.0533	-112.0517	C2004-2570	H2	23-Dec-04 11:59:00 PM	Casara			Unknown	Missing Person(s)
2004	C	260	53.4533	-10.0133	C2004-0028	A4	10-Feb-04 2:38:00 PM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2004	C	260	76.385	-93.7683	C2004-0102	A4	2-Apr-04 10:51:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2004	C	260	69.1033	-105.135	C2004-0121	H1	14-Apr-04 5:43:00 PM		Other	Other	Weather	Missing Person(s)
2004	C	260	81.0017	-73.0017	C2004-0148	A4	22-Apr-04 6:37:00 PM		Other	Nil	Unknown	False Alarm
2004	C	260	81.0017	-73.0017	C2004-0148	A4	22-Apr-04 6:37:00 PM		Other	Unknown	Unknown	False Alarm
2004	C	260	66.53	-86.2483	C2004-0176	H4	2-May-04 2:23:00 AM	Police (Ashore)	Other	Other	Accidental Activation	False Alarm
2004	C	260	66.535	-86.24	C2004-0199	H4	8-May-04 8:59:00 PM		Other	Other	Accidental Activation	False Alarm
2004	C	260	62.1483	-113.7567	C2004-0219	U4	13-May-04 6:02:00 PM	CF Secondary SAR Air	Other	Nil	Unknown	False Alarm
2004	C	260	67.9067	-105.835	C2004-0717	A4	26-Jun-04 9:22:00 PM	CF Primary SAR Air	Air	Helicopter	Accidental Activation	False Alarm
[illegible]												
2004	C	260	65.645	-111.1683	C2004-1139	A4	17-Jul-04 6:53:00 AM	Commercial Aircraft	Air	Helicopter	Failure to Report	False Alarm
2004	C	260	68.5217	-89.8267	C2004-1158	A4	17-Jul-04 7:07:00 PM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2004	C	260	69.3033	-81.3317	C2004-1419	M3	29-Jul-04 2:33:00 PM		Pleasure	Motor Craft	Ice	Stranded
2004	C	260	63.1017	-77.965	C2004-1678	M3	10-Aug-04 7:57:00 PM		Pleasure	Motor Craft	Mechanical Failure	Stranded
2004	C	260	66.97	-108.15	C2004-1770	H3	16-Aug-04 10:32:00 PM	CF Primary SAR Air	Other	Person	Other	Other
2004	C	260	66.97	-108.15	C2004-1770	H3	16-Aug-04 10:32:00 PM		Pleasure	Canoe	Other	Other
2004	C	260	72.8383	-79.8533	C2004-1805	M3	18-Aug-04 4:00:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Weather	Stranded
2004	C	260	145.6766	-159.7066	C2004-1805	M3	18-Aug-04 4:00:00 PM	CF Primary SAR Air			Weather	Stranded
2004	C	260	145.6766	-159.7066	C2004-1805	M3	18-Aug-04 4:00:00 PM	Commercial Aircraft			Weather	Stranded
2004	C	260	72.9567	-84.8817	C2004-1898	M3	24-Aug-04 5:06:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Injury	Medical
2004	C	260	69.4133	-95.195	C2004-1976	M3	30-Aug-04 12:00:00 AM	CCG Marine (Non Sar)	Pleasure	Open Boat	Weather	Disoriented
2004	C	260	67.8567	-131.5	C2004-2078	A3	6-Sep-04 2:50:00 AM		Air	Single Engine Aircraft	Failure to Report	Other
2004	C	260	73.4383	-82.51	C2004-2179	H2	12-Sep-04 5:35:00 PM	CCG Air	Other	Person	Mechanical Failure	Missing Person(s)
2004	C	260	146.8766	-165.02	C2004-2179	H2	12-Sep-04 5:35:00 PM	CCG Marine (Non Sar)			Mechanical Failure	Missing Person(s)
2004	C	260	146.8766	-165.02	C2004-2179	H2	12-Sep-04 5:35:00 PM	CF Primary SAR Air			Mechanical Failure	Missing Person(s)
2004	C	260	66.5067	-83.7517	C2004-2233	U4	18-Sep-04 7:56:00 PM	CF Primary SAR Air	Other	Other	Unknown	False Alarm
2004	C	260	66.5067	-83.7517	C2004-2233	U4	18-Sep-04 7:56:00 PM	Federal Ground Resource			Unknown	False Alarm
2004	C	260	71.235	-79.4367	C2004-2261	A4	22-Sep-04 1:17:00 AM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2004	C	260	68.7833	-93.4167	C2004-2469	A1	30-Oct-04 5:30:00 PM	CF Primary SAR Air	Air	Helicopter	Unknown	Crash
2004	C	260	68.7833	-93.4167	C2004-2469	A1	30-Oct-04 5:30:00 PM	Commercial Aircraft			Unknown	Crash
2004	C	260	62.8683	-96.825	C2004-2528	A4	28-Nov-04 12:18:00 AM	CF Primary SAR Air	Air	Helicopter	Unknown	False Alarm
2004	C	260	82.5017	-62.335	C2004-2547	U4	9-Dec-04 7:55:00 PM		Other	Nil	Accidental Activation	False Alarm
2004	M	010	61.5533	-66.4967	M2004-0043	M4	15-Jan-04 11:10:00 AM		Commercial	Tug	Accidental Activation	False Alarm
2004	M	010	60	-56.5	M2004-0210	A4	12-Mar-04 2:12:00 PM		Air	Multi-Engine Aircraft	Failure to Report	False Alarm
2004	M	010	63.4217	-68.3717	M2004-0434	H4	25-Apr-04 10:26:00 PM		Other	Other	Accidental Activation	False Alarm
2004	M	010	62.66	-58.81	M2004-0556	M2	8-May-04 3:21:00 PM		Other	Unknown	Injury	Medical
2004	M	010	60.4167	-61.3833	M2004-1214	M2	10-Jul-04 11:18:00 AM	CF Secondary SAR Air	Fishing	Fishing Vessel	Illness	Medical
2004	M	010	60.3667	-64.5167	M2004-1372	M2	23-Jul-04 8:18:00 PM	CCG Marine (Non Sar)	Pleasure	Personal Watercraft	Mechanical Failure	Stranded
2004	M	010	44.7633	-57.59	M2004-1423	M1	28-Jul-04 1:37:00 AM	CF Primary SAR Air	Commercial	Bulk Carrier	Illness	Medical
2004	M	010	61.9233	-62.82	M2004-1469	M2	31-Jul-04 7:13:00 PM	Commercial Aircraft	Fishing	Fishing Vessel	Illness	Medical
2004	M	010	63.125	-67.7217	M2004-1520	M3	3-Aug-04 12:16:00 AM	CCGA	Pleasure	Motor Craft	Mechanical Failure	Stranded
2004	M	010	63.7367	-68.61	M2004-1619	M4	11-Aug-04 2:06:00 AM		Pleasure	Kayak	Unknown	False Alarm
2004	M	010	63.5667	-68.7	M2004-1983	M4	13-Sep-04 3:38:00 PM		Pleasure	Canoe	Weather	False Alarm
2004	M	010	61.4117	-60.04	M2004-1989	A4	14-Sep-04 12:50:00 PM				Unknown	False Alarm
2004	M	010	45.3233	-40.8267	M2004-2007	U4	16-Sep-04 12:46:00 AM				Unknown	False Alarm
2004	M	010	63.6033	-68.795	M2004-2092	M4	28-Sep-04 12:06:00 AM		Pleasure	Canoe	Weather	False Alarm
2004	M	010	67.55	-63.9167	M2004-2346	H2	19-Nov-04 1:18:00 AM	CCG Air	Other	Person	Weather	Stranded
2004	M	010	202.65	-191.7501	M2004-2346	H2	19-Nov-04 1:18:00 AM	CCG Marine (Non Sar)			Weather	Stranded
2004	M	010	202.65	-191.7501	M2004-2346	H2	19-Nov-04 1:18:00 AM	CF Primary SAR Air			Weather	Stranded
2004	M	010	202.65	-191.7501	M2004-2346	H2	19-Nov-04 1:18:00 AM	Casara			Weather	Stranded
2004	M	010	62.7167	-71.1567	M2004-2481	A3	23-Dec-04 10:13:00 PM		Air	Multi-Engine Aircraft	Aircraft Engine Failure	Airborne Emergency
2004	N	010	58.97	-50.65	N2004-0133	M2	23-May-04 10:32:00 AM	CF Primary SAR Air	Government	Government Vessel	Illness	Medical
2004	N	010	68.62	-68.3067	N2004-0223	M3	9-Jul-04 6:24:00 PM		Commercial	Tanker	Ice	Other
2004	N	010	60.4183	-61.385	N2004-0225	M1	10-Jul-04 12:14:00 PM	CF Secondary SAR Air	Fishing	Fishing Vessel	Illness	Medical
2005	C	155	45.57	-61.335	C2005-0093	M4	16-Feb-05 6:25:00 PM		Commercial	Tug	Accidental Activation	False Alarm
2005	C	155	56.54	-79.2267	C2005-0128	H4	5-Mar-05 1:54:00 PM	CF Primary SAR Air	Other	Person	Unknown	False Alarm
2005	C	155	56.11	-79.4533	C2005-0283	H2	23-Apr-05 3:08:00 PM				Unknown	Missing Person(s)
2005	C	259	72.035	-115.9983	C2005-0149	U4	17-Mar-05 2:36:00 PM				Unknown	False Alarm
2005	C	259	62.6533	-114.6267	C2005-0224	A2	12-Apr-05 6:15:00 PM		Air	Multi-Engine Aircraft	Unknown	Airborne Emergency
2005	C	259	62.4767	-114.455	C2005-0273	A4	22-Apr-05 12:04:00 AM	Casara	Air	Helicopter	Unknown	False Alarm
2005	C	259	60.8467	-115.71	C2005-0380	A4	14-May-05 11:40:00 PM		Air	Single Engine Aircraft	Mistaken Belief	False Alarm
2005	C	260	66.535	-86.2233	C2005-0052	H4	28-Jan-05 8:00:00 PM	CF Primary SAR Air	Other	Person	Other	Missing Person(s)
2005	C	260	61.6933	-99.5967	C2005-0294	A2	26-Apr-05 6:15:00 PM	CF Primary SAR Air	Air	Helicopter	Weather	Stranded
2005	C	260	61.6933	-99.5967	C2005-0294	A2	26-Apr-05 6:15:00 PM	CF Secondary SAR Air			Weather	Stranded
2005	C	260	67.2967	-111.2433	C2005-0298	A4	28-Apr-05 4:52:00 AM	CF Primary SAR Air	Air	Helicopter	Accidental Activation	False Alarm
2005	C	260	69.3783	-81.8017	C2005-0320	H4	3-May-05 7:46:00 PM		Other	Unknown	Lack of Knowledge	False Alarm
2005	C	260	62.8067	-9.4167	C2005-0374	H1	13-May-05 7:00:00 PM	CF Primary SAR Air	Other	Land Vehicle	Navigational Error	Missing Person(s)
2005	C	260	64.215	-102.3383	C2005-0485	A4	30-May-05 6:40:00 PM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2005	C	260	62.4616	-114.361	C2005-0652	H4	17-Jun-05 3:54:00 PM				Accidental Activation	False Alarm
2005	C	260	73.318	-70.6558	C2005-2580	M5	30-Dec-05 8:40:00 AM		Other	Unknown	Unknown	False Alarm
2005	C	260	66.5213	-86.2247	C2005-3273	H3	29-Oct-05 6:00:00 PM	CF Secondary SAR Air	Other	Missing Person	Mechanical Failure	Missing Person(s)
2005	M	010	63.2883	-67.8217	M2005-0048	H1	12-Jan-05 11:53:00 PM	CF Primary SAR Air	Other	Person	Ice	Other
2005	M	010	63.2883	-67.8217	M2005-0048	H1	12-Jan-05 11:53:00 PM	Private Aircraft			Ice	Other
2005	M	010	65.6333	-63.2	M2005-0154	H2	19-Feb-05 6:31:00 PM		Other	Person	Weather	Stranded
2005	M	010	64.025	-76.7533	M2005-0176	M1	28-Feb-05 2:25:00 PM	CF Primary SAR Air	Pleasure	Canoe	Mechanical Failure	Other
2005	M	010	64.025	-76.7533	M2005-0176	M1	28-Feb-05 2:25:00 PM	Commercial Aircraft			Mechanical Failure	Other
2005	M	010	62.3333	-60.4	M2005-0546	M2	16-May-05 5:48:00 AM		Fishing	Fishing Vessel	Illness	Medical

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2005	M	010	58.16	-68.3267	M2005-1033	M3	17-Jul-05 1:28:00 PM		Commercial	Cruise Ship	Navigational Error	Grounded
2005	M	010	61.045	-59.7967	M2005-1193	M3	1-Aug-05 4:43:00 PM	Fishing	Fishing	Fishing Vessel	Mechanical Failure	Disabled
2005	M	010	45.9767	-62.2667	M2005-1417	M3	24-Aug-05 11:21:00 AM	CCGA	Fishing	Fishing Boat (Open)	Other	Disabled
2005	M	010	64.4933	-60.7033	M2005-1579	U4	7-Sep-05 1:16:00 PM		Other	Nil	Unknown	False Alarm
2005	M	010	64.4933	-60.7033	M2005-1579	U4	7-Sep-05 1:16:00 PM		Other	Unknown	Unknown	False Alarm
2005	M	010	64.19	-63.0567	M2005-1580	U4	7-Sep-05 1:17:00 PM		Other	Unknown	Unknown	False Alarm
2005	M	010	64.985	-66.2083	M2005-1610	M3	10-Sep-05 1:25:00 AM	CCG Air	Pleasure	Canoe	Weather	Disoriented
2005	M	010	129.97	-132.4166	M2005-1610	M3	10-Sep-05 1:25:00 AM	CCG Marine (Non Sar)			Weather	Disoriented
2005	M	010	129.97	-132.4166	M2005-1610	M3	10-Sep-05 1:25:00 AM	CF Primary SAR Air			Weather	Disoriented
2005	M	010	63.725	-68.5483	M2005-1711	M2	23-Sep-05 5:36:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Unknown	On Fire
2005	M	010	65.7633	-65.8083	M2005-1743	M3	27-Sep-05 3:01:00 PM	CCG Air	Pleasure	Canoe	Mechanical Failure	Other
2005	M	010	65.7633	-65.8083	M2005-1743	M3	27-Sep-05 3:01:00 PM	CCG Marine (Non Sar)			Mechanical Failure	Other
2005	M	010	63.7267	-68.5217	M2005-1788	M3	4-Oct-05 12:32:00 PM	CCG Marine (Non Sar)	Other	Unknown	Weather	Other
2005	M	010	62.5	-61.5667	M2005-1984	M3	24-Nov-05 6:14:00 PM		Fishing	Fishing Vessel	Mechanical Failure	Disabled
2005	M	010	59.8467	-56.9767	M2005-2009	A4	29-Nov-05 1:14:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2005	M	010	69.6517	-72.3767	M2005-2060	A3	6-Dec-05 12:05:00 PM				Unknown	Other
2005	M	010	64.2517	-52.5533	M2005-2107	A4	16-Dec-05 5:20:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2006	C	155	53.0136	-82.0473	C2006-0184	H3	3-Apr-06 11:33:00 PM		Other	Missing Person	Weather	Other
2006	C	155	58.8216	-85.6583	C2006-0326	M4	10-May-06 11:18:00 AM		Other	Unknown	Unknown	False Alarm
2006	C	260	62.4518	-114.436	C2006-0006	H3	5-Jan-06 4:14:00 PM	CF Secondary SAR Air	Other	Missing Person	Unknown	Other
[illegible]							[illegible]					
2006	C	260	65.2946	-126.824	C2006-0032	A4	19-Jan-06 9:32:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2006	C	260	64.6528	-110.594	C2006-2003	A4	23-Aug-06 11:31:00 PM		Air	Helicopter	Weather	False Alarm
2006	M	010	61.7333	-60.2833	M2006-0030	M2	11-Jan-06 5:23:00 AM	CF Primary SAR Air	Fishing	Fishing Vessel	Injury	Medical
2006	M	010	45	-45	M2006-0055	A3	17-Jan-06 9:26:00 AM		Air	Multi-Engine Aircraft	Mechanical Failure	Airborne Emergency
2006	M	010	66.0167	-67	M2006-0181	H3	27-Feb-06 9:51:00 PM		Other	Missing Person	Weather	Stranded
2006	M	010	46.3717	-31.0833	M2006-0216	U4	9-Mar-06 9:08:00 PM		Other	Unknown	Unknown	False Alarm
2006	M	010	61.5	-64.7	M2006-0278	M4	30-Mar-06 9:20:00 PM		Other	Unknown	Unknown	False Alarm
2006	M	010	55.0617	-56.115	M2006-0437	M2	7-May-06 2:18:00 PM	CF Primary SAR Air	Fishing	Fishing Vessel	Illness	Medical
2006	M	010	60.3267	-63.7933	M2006-0563	A4	26-May-06 7:22:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2006	M	010	62.9717	-58.0167	M2006-0571	M2	27-May-06 4:20:00 PM		Fishing	Fishing Vessel	Illness	Medical
2006	M	010	60.0583	-56.3683	M2006-0612	A5	1-Jun-06 8:51:00 PM				Accidental Activation	On Fire
2006	M	010	60.15	-62.3067	M2006-0651	M5	7-Jun-06 8:42:00 AM				Unknown	Other
2006	M	010	60.6833	-60.15	M2006-0667	M2	9-Jun-06 10:11:00 AM	CF Primary SAR Air	Fishing	Fishing Vessel	Illness	Medical
2006	M	010	60.6833	-60.15	M2006-0667	M2	9-Jun-06 10:11:00 AM	SAR Marine (CCG)			Illness	Medical
2006	M	010	63.9167	-58.4667	M2006-0692	M1	13-Jun-06 4:26:00 PM		Fishing	Fishing Vessel	Illness	Medical
2006	M	010	64.0333	-60.2667	M2006-0782	A3	22-Jun-06 7:43:00 PM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Air Other Mechan. Fail	Airborne Emergency
2006	M	010	62.2167	-60.6667	M2006-0802	M1	24-Jun-06 7:36:00 PM	CCG Marine (Non Sar)	Fishing	Fishing Vessel	Illness	Medical
2006	M	010	62.2167	-60.6667	M2006-0802	M1	24-Jun-06 7:36:00 PM	CF Primary SAR Air			Illness	Medical
2006	M	010	63.7267	-68.63	M2006-0847	A4	29-Jun-06 8:54:00 PM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Failure to Report	False Alarm
2006	M	010	44.605	-57.0433	M2006-0855	A3	1-Jul-06 4:47:00 PM		Air	Multi-Engine Aircraft	Mechanical Failure	Airborne Emergency
2006	M	010	69.1333	-58.7667	M2006-1040	M4	18-Jul-06 11:33:00 PM		Commercial	Tug	Failure to Report	False Alarm
2006	M	010	62	-60.5783	M2006-1140	M3	28-Jul-06 8:59:00 PM		Fishing	Fishing Vessel	Illness	Medical
2006	M	010	61.2333	-64.1833	M2006-1208	M2	3-Aug-06 2:20:00 AM	CCG Air	Fishing	Fishing Vessel	Illness	Medical
2006	M	010	61.2333	-64.1833	M2006-1208	M2	3-Aug-06 2:20:00 AM	CCG Marine (Non Sar)			Illness	Medical
2006	M	010	70.5333	-67.25	M2006-1230	M2	5-Aug-06 3:56:00 AM	CCG Marine (Non Sar)	Fishing	Fishing Vessel	Illness	Medical
2006	M	010	58.5317	-68.1667	M2006-1267	M2	6-Aug-06 7:12:00 PM		Government	Government Vessel	Injury	Medical
2006	M	010	64.2333	-76.53	M2006-1297	M3	19-Jul-06 7:03:00 PM				Out of Fuel	Other
2006	M	010	64.1867	-63.7333	M2006-1331	M4	11-Aug-06 3:16:00 AM		Commercial	Tanker	Failure to Report	False Alarm
2006	M	010	67.23	-63.6533	M2006-1465	M3	25-Aug-06 8:07:00 AM	CF Marine	Pleasure	Canoe	Unknown	Suicide Attempt
2006	M	010	268.92	-254.6132	M2006-1465	M3	25-Aug-06 8:07:00 AM	CF Primary SAR Air			Unknown	Suicide Attempt
2006	M	010	268.92	-254.6132	M2006-1465	M3	25-Aug-06 8:07:00 AM	CF Secondary SAR Air			Unknown	Suicide Attempt
2006	M	010	268.92	-254.6132	M2006-1465	M3	25-Aug-06 8:07:00 AM	Federal Vessel (Other)			Unknown	Suicide Attempt
2006	M	010	268.92	-254.6132	M2006-1465	M3	25-Aug-06 8:07:00 AM	Other			Unknown	Suicide Attempt
2006	M	010	63.6667	-68.685	M2006-1567	M1P	3-Sep-06 12:07:00 PM		Pleasure	Canoe	Suspected Drug/Alcohol	Man Overboard
2006	M	010	67.1667	-59.9833	M2006-1648	M2	14-Sep-06 10:04:00 PM		Fishing	Fishing Vessel	Illness	Medical
2006	M	010	63.605	-68.8017	M2006-1661	M4	16-Sep-06 8:25:00 PM		Pleasure	Canoe	Mistaken Belief	False Alarm
2006	M	010	62.8433	-69.8633	M2006-1705	M4	23-Sep-06 4:41:00 PM		Pleasure	Sail Craft	Mistaken Belief	False Alarm
2006	M	010	61.5967	-65.575	M2006-1875	M2	20-Oct-06 9:45:00 PM	CCG Air	Commercial	Cargo Ship	Illness	Medical
2006	M	010	61.5967	-65.575	M2006-1875	M2	20-Oct-06 9:45:00 PM	CCG Marine (Non Sar)			Illness	Medical
2006	M	010	63.8333	-68.4267	M2006-1889	A3	21-Oct-06 10:31:00 PM		Air	Multi-Engine Aircraft	Failure to Report	Other
2006	M	010	63.695	-68.5333	M2006-1973	M1	6-Nov-06 7:32:00 AM	CCG Marine (Non Sar)	Commercial	Cargo Ship	Unknown	Medical
2006	M	010	63.6967	-68.4817	M2006-1984	M4	7-Nov-06 5:31:00 PM	CCG Marine (Non Sar)	Pleasure	Open Boat	Other	False Alarm
2006	M	010	64.2667	-60.15	M2006-2042	U4	18-Nov-06 1:27:00 PM				Unknown	False Alarm
2006	M	010	65.77	-65.8017	M2006-2080	M4	26-Nov-06 4:06:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Weather	False Alarm
2006	M	010	131.54	-131.6034	M2006-2080	M4	26-Nov-06 4:06:00 AM	Other			Weather	False Alarm
2006	M	010	131.54	-131.6034	M2006-2080	M4	26-Nov-06 4:06:00 AM	Provincial Aircraft			Weather	False Alarm
2006	N	010	60.6833	-60.15	N2006-0175	M2	9-Jun-06 10:11:00 AM	CF Primary SAR Air	Fishing	Fishing Vessel	Illness	Medical
2006	N	010	60.6833	-60.15	N2006-0175	M2	9-Jun-06 10:11:00 AM	SAR Marine (CCG)			Illness	Medical
2006	N	010	62.0017	-60.5783	N2006-0295	M3	26-Jul-06 8:59:00 PM		Fishing	Fishing Vessel	Illness	Medical
2007	C	155	51.612	-79.0589	C2007-1732	H1	22-Jul-07 3:00:00 AM		Other	Missing Person	Suspected Drug/Alcohol	Missing Person(s)
2007	C	155	51.612	-79.0589	C2007-1732	H1	22-Jul-07 3:00:00 AM		Pleasure	Motor Craft	Suspected Drug/Alcohol	Missing Person(s)
2007	C	155	62.1157	-91.4111	C2007-2683	M4	24-Sep-07 8:00:00 PM	Police (Ashore)	Commercial	Tug	Failure to Report	False Alarm
2007	C	155	62.1318	-74.663	C2007-2760	M4	4-Oct-07 3:00:00 AM		Commercial	Cargo Ship	Failure to Report	False Alarm
2007	C	155	62.2263	-75.6865	C2007-2761	M3	3-Oct-07 6:30:00 PM		Commercial	Barge	Weather	Grounded
2007	C	155	62.2263	-75.6865	C2007-2761	M3	3-Oct-07 6:30:00 PM		Commercial	Tug	Weather	Grounded
2007	C	259	61.3	-113.216	C2007-0236	H1	15-Mar-07 1:00:00 AM	CF Primary SAR Air	Other	Missing Person	Lack of Knowledge	Missing Person(s)
2007	C	259	61.3	-113.216	C2007-0236	H1	15-Mar-07 1:00:00 AM	CF Secondary SAR Air			Lack of Knowledge	Missing Person(s)
2007	C	259	62.704	-116.09	C2007-1209	H1	6-Jul-07 11:00:00 PM	CCG Air	Other	Missing Person	Unknown	Missing Person(s)
2007	C	259	62.704	-116.09	C2007-1209	H1	6-Jul-07 11:00:00 PM	CF Secondary SAR Air	Pleasure	Motor Craft	Unknown	Missing Person(s)
2007	C	259	61.7918	-121.221	C2007-2112	A4	17-Aug-07 12:17:00 PM		Air	Single Engine Aircraft	Accidental Activation	Airborne Emergency
2007	C	260	64.133	-83.167	C2007-0271	H3	26-Mar-07 5:00:00 PM		Other	Missing Person	Unknown	Missing Person(s)
2007	C	260	70.0215	-70.7153	C2007-0451	H3	5-May-07 2:43:00 PM		Other	Missing Person	Unknown	Missing Person(s)
2007	C	260	68.966	-106.778	C2007-0472	U4	10-May-07 4:56:00 AM		Other	Unknown	Unknown	Other
2007	C	260	71.6976	-72.9767	C2007-0486	A5	12-May-07 7:31:00 AM				Unknown	Other
2007	C	260	69.3968	-81.7738	C2007-0790	H1	1-Jun-07 8:00:00 PM	CF Primary SAR Air	Other	Missing Person	Unknown	Missing Person(s)
2007	C	260	69.3968	-81.7738	C2007-0790	H1	1-Jun-07 8:00:00 PM		Other	Person	Unknown	Missing Person(s)
2007	C	260	62.4625	-114.571	C2007-0796	A4	11-Jun-07 7:28:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm

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2007	C	260	61.3933	-121.276	C2007-0889	A4	18-Jun-07 10:10:00 PM		Air	Helicopter	Unknown	False Alarm
2007	C	260	71.15	-81.35	C2007-0890	H3	19-Jun-07 12:35:00 AM		Other	Transport Equipment	Other	Stranded
2007	C	260	79.2083	117.0316	C2007-0892	A5	19-Jun-07 11:06:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	Other
2007	C	260	62.5583	-113.95	C2007-0915	A4	21-Jun-07 10:43:00 PM	Casara	Air	Single Engine Aircraft	Accidental Activation	False Alarm
2007	C	260	62.6396	-114.599	C2007-0994	A4	27-Jun-07 1:00:00 AM	Casara	Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2007	C	260	61.7601	-121.236	C2007-1424	U4	16-Jul-07 5:30:00 AM		Other	Unknown	Unknown	Other
2007	C	260	61.9566	-128.202	C2007-1560	A4	23-Jul-07 9:00:00 AM		Air	Multi-Engine Aircraft	Failure to Report	False Alarm
2007	C	260	80.7316	-79.5866	C2007-1601	A4	25-Jul-07 8:25:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2007	C	260	62.8113	-92.1158	C2007-1706	A3	31-Jul-07 4:00:00 PM		Air	Single Engine Aircraft	Out of Fuel	Forced Landing
2007	C	260	72.3923	-80.3225	C2007-1713	M3	31-Jul-07 9:38:00 PM		Commercial	Cargo Ship	Mechanical Failure	Other
2007	C	260	64.078	-97.8616	C2007-1728	H1	1-Aug-07 3:22:00 PM		Other	Evacuation	Unknown	Medical
2007	C	260	73.2373	-86.1428	C2007-1960	M2	11-Aug-07 3:15:00 PM	CCG Air	Pleasure	Open Boat	Weather	Disabled
2007	C	260	63.7818	-104.257	C2007-2005	A2	12-Aug-07 7:00:00 PM		Air	Single Engine Aircraft	Mechanical Failure	Forced Landing
2007	C	260	72.699	-77.9739	C2007-2176	M4	18-Aug-07 11:30:00 PM		Commercial	Cruise Ship	Failure to Report	False Alarm
2007	C	260	68.3	-95.8666	C2007-2226	M3	23-Aug-07 12:35:00 AM	CCG Air	Pleasure	Open Boat	Unknown	Disabled
2007	C	260	72.8403	-82.2511	C2007-2229	H3	20-Aug-07 6:00:00 PM	CCG Air	Other	Missing Person	Weather	Missing Person(s)
2007	C	260	72.8403	-82.2511	C2007-2229	H3	20-Aug-07 6:00:00 PM	CCG Marine (Non Sar)			Weather	Missing Person(s)
2007	C	260	68.3193	-96.384	C2007-2233	M3	23-Aug-07 7:56:00 PM	CCG Air	Pleasure	Motor Craft	Tides/Currents	Stranded
2007	C	260	68.3193	-96.384	C2007-2233	M3	23-Aug-07 7:56:00 PM	CCG Marine (Non Sar)			Tides/Currents	Stranded
2007	C	260	68.535	-89.825	C2007-2257	A4	25-Aug-07 1:00:00 AM		Air	Single Engine Aircraft	Lack of Knowledge	False Alarm
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2007	C	260	67.8078	-96.1915	C2007-2603	M3	18-Sep-07 9:15:00 PM		Pleasure	Motor Craft	Weather	Other
2007	C	260	68.777	-81.1907	C2007-2995	H1	11-Nov-07 2:00:00 AM	CF Primary SAR Air	Other	Missing Person	Unknown	Missing Person(s)
2007	C	260	68.777	-81.1907	C2007-2995	H1	11-Nov-07 2:00:00 AM		Other	Person	Unknown	Missing Person(s)
2007	C	260	62.3	-114.18	C2007-3147	H1	23-Dec-07 7:30:00 PM	CF Secondary SAR Air	Other	Missing Person	Unknown	Missing Person(s)
2007	M	010	59.2483	-68.9233	M2007-0508	M5	30-Apr-07 1:07:00 PM		Commercial	Ferry Boat	Unknown	Grounded
2007	M	010	56.3816	-43.0333	M2007-0617	U4	15-May-07 11:47:00 AM		Other	Unknown	Unknown	Other
2007	M	010	46.4683	-44.135	M2007-0622	A5	16-May-07 1:00:00 AM				Unknown	Other
2007	M	010	60.665	-67.0333	M2007-0984	U4	25-Jun-07 12:47:00 PM		Other	Unknown	Unknown	Other
2007	M	010	61.6833	-70.65	M2007-1305	M3	23-Jul-07 7:30:00 AM		Pleasure	Motor Craft	Injury	Medical
2007	M	010	58.975	-67.3316	M2007-1450	M3	1-Aug-07 7:45:00 PM		Commercial	Cargo Ship	Mechanical Failure	Disabled
2007	M	010	63.2666	-67.0065	M2007-2015	M3	23-Sep-07 11:59:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2007	M	010	63.5433	-73.3433	M2007-2180	U4	19-Oct-07 12:37:00 PM		Other	Unknown	Unknown	Other
2007	M	260	63.7563	-68.5558	M2007-0494	U4	28-Apr-07 8:32:00 PM	Casara	Other	Other	Unknown	Other
2008	C	155	56.815	-79.5439	C2008-0185	H1	29-Feb-08 9:15:00 PM	CF Primary SAR Air	Other	Missing Person	Unknown	Missing Person(s)
2008	C	155	56.815	-79.5439	C2008-0185	H1	29-Feb-08 9:15:00 PM	Casara			Unknown	Missing Person(s)
2008	C	155	60.355	-84.4183	C2008-0600	U4	25-May-08 3:22:00 AM		Other	Unknown	Unknown	Other
2008	C	155	68.9901	-81.2757	C2008-1099	M3	2-Jul-08 8:00:00 PM	CF Primary SAR Air	Other	Unknown	Ice	Stranded
2008	C	155	68.9901	-81.2757	C2008-1099	M3	2-Jul-08 8:00:00 PM	Commercial Aircraft			Ice	Stranded
2008	C	155	58.7925	-94.1276	C2008-1518	M3	22-Jul-08 12:00:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Weather	Other
2008	C	155	58.7925	-94.1276	C2008-1518	M3	22-Jul-08 12:00:00 PM	CF Primary SAR Air			Weather	Other
2008	C	155	62	-84.5	C2008-2934	M4	13-Nov-08 7:18:00 PM	CF Primary SAR Air	Other	Unknown	Other	Other
2008	C	259	65.2428	-126.657	C2008-0061	U4	22-Jan-08 4:00:00 PM		Other	Unknown	Unknown	False Alarm
2008	C	259	61.7858	-121.26	C2008-0079	A1	28-Jan-08 6:04:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Unknown	Crash
2008	C	259	53.1582	-2.334	C2008-0090	A4	31-Jan-08 3:29:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2008	C	259	62.4841	-114.349	C2008-0108	A4	4-Feb-08 12:27:00 AM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2008	C	259	62.4645	-114.436	C2008-0179	A4	27-Feb-08 10:00:00 PM	Casara	Other	Unknown	Accidental Activation	False Alarm
2008	C	259	79.8766	-117.52	C2008-0220	M4	10-Mar-08 1:20:00 AM		Other	Unknown	Unknown	Other
2008	C	259	61.22	-113.716	C2008-0286	U4	31-Mar-08 10:16:00 PM		Other	Unknown	Other	False Alarm
2008	C	259	61.5197	-120.631	C2008-0316	A3	10-Apr-08 10:47:00 PM		Air	Single Engine Aircraft	Dangerous Piloting	Capsized
2008	C	259	62.4658	-114.352	C2008-0347	A4	16-Apr-08 11:52:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2008	C	259	62.5873	-114.629	C2008-0430	U4	29-Apr-08 4:00:00 PM	Casara	Other	Unknown	Unknown	False Alarm
2008	C	259	62.5873	-114.629	C2008-0430	U4	29-Apr-08 4:00:00 PM	Federal Ground Resource			Unknown	False Alarm
2008	C	259	62.456	-114.35	C2008-0496	A4	12-May-08 8:05:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2008	C	259	65.85	-126.075	C2008-0587	A1P	24-May-08 2:53:00 PM		Air	Helicopter	Unknown	Crash
2008	C	259	62.4627	-114.44	C2008-0680	A4	3-Jun-08 8:43:00 PM		Air	Single Engine Aircraft	Unknown	False Alarm
2008	C	259	68.2358	-135.007	C2008-0771	A4	8-Jun-08 11:30:00 PM		Other	Unknown	Mistaken Belief	False Alarm
2008	C	259	62.4651	-114.461	C2008-0845	A4	15-Jun-08 8:53:00 AM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2008	C	259	69.265	-138.33	C2008-0976	A4	26-Jun-08 7:00:00 AM		Air	Helicopter	Failure to Report	False Alarm
2008	C	259	62.4858	-114.084	C2008-1001	A4	28-Jun-08 1:00:00 AM		Air	Single Engine Aircraft	Failure to Report	Missing Person(s)
2008	C	259	60	-111.88	C2008-1116	A4	4-Jul-08 1:30:00 AM	CF Primary SAR Air	Air	Helicopter	Failure to Report	False Alarm
2008	C	259	62.108	-112.369	C2008-1190	H3	7-Jul-08 4:50:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Lack of Knowledge	Disabled
2008	C	259	62.4401	-114.457	C2008-1193	U4	7-Jul-08 7:26:00 PM		Other	Unknown	Unknown	Other
2008	C	259	63.5	-126.7	C2008-1364	A1P	16-Jul-08 1:00:00 PM		Air	Multi-Engine Aircraft	Unknown	Crash
2008	C	259	66.3679	-85.5503	C2008-1378	U4	17-Jul-08 11:56:00 AM		Other	Unknown	Unknown	Other
2008	C	259	62.4627	-114.44	C2008-1389	A4	17-Jul-08 9:55:00 PM	Casara	Air	Multi-Engine Aircraft	Unknown	False Alarm
2008	C	259	66.2788	-129.45	C2008-1430	A1	19-Jul-08 11:08:00 PM		Air	Helicopter	Other	Crash
2008	C	259	69.4331	-132.985	C2008-1450	M4	21-Jul-08 5:10:00 PM		Other	Unknown	Lack of Knowledge	False Alarm
2008	C	259	63.2766	-103.151	C2008-1507	U4	24-Jul-08 9:43:00 PM		Other	Unknown	Unknown	Other
2008	C	259	68.952	-134.756	C2008-1512	H1	25-Jul-08 12:30:00 AM	CCG Air	Pleasure	Open Boat	Unknown	Other
2008	C	259	206.856	-404.268	C2008-1512	H1	25-Jul-08 12:30:00 AM	CCG Marine (Non Sar)			Unknown	Other
2008	C	259	206.856	-404.268	C2008-1512	H1	25-Jul-08 12:30:00 AM	CF Primary SAR Air			Unknown	Other
2008	C	259	206.856	-404.268	C2008-1512	H1	25-Jul-08 12:30:00 AM	CF Secondary SAR Air			Unknown	Other
2008	C	259	63.5	-126.75	C2008-1567	A4	27-Jul-08 1:30:00 AM	CF Primary SAR Air	Other	Other	Failure to Report	False Alarm
2008	C	259	63.5	-126.75	C2008-1567	A4	27-Jul-08 1:30:00 AM	Commercial Aircraft			Failure to Report	False Alarm
2008	C	259	61.75	-121.7	C2008-1812	A4	7-Aug-08 6:22:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2008	C	259	60.0101	-111.807	C2008-1826	A1P	8-Aug-08 8:49:00 PM		Air	Single Engine Aircraft	Other	Crash
2008	C	259	69.765	-133.501	C2008-1865	M2	10-Aug-08 1:10:00 AM	CCG Air	Commercial	Cargo Ship	Illness	Medical
2008	C	259	69.765	-133.501	C2008-1865	M2	10-Aug-08 1:10:00 AM	CCG Marine (Non Sar)			Illness	Medical
2008	C	259	65.193	-123.407	C2008-1926	H4	4-Aug-08 10:42:00 AM	CF Primary SAR Air	Other	Missing Person	Other	Other
2008	C	259	69.65	-132.833	C2008-2004	M4	18-Aug-08 3:00:00 PM		Pleasure	Motor Craft	Failure to Report	False Alarm
2008	C	259	61.0278	-124.009	C2008-2077	A1	21-Aug-08 10:20:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Unknown	Crash
2008	C	259	61.0278	-124.009	C2008-2077	A1	21-Aug-08 10:20:00 PM	Private Aircraft			Unknown	Crash
2008	C	259	68.2301	-135.021	C2008-2152	H3	23-Aug-08 10:00:00 PM		Other	Missing Person	Unknown	Other
2008	C	259	68.2301	-135.021	C2008-2152	H3	23-Aug-08 10:00:00 PM		Pleasure	Motor Craft	Unknown	Other
2008	C	259	69.4566	-133.025	C2008-2160	M3	25-Aug-08 1:00:00 AM	CCG Marine (Non Sar)	Fishing	Fishing Vessel	Navigational Error	Disabled
2008	C	259	75.1	-137.016	C2008-2171	M2	25-Aug-08 6:30:00 PM	CCG Marine (Non Sar)	Government	Government Vessel	Illness	Medical
2008	C	259	70.5666	-135.083	C2008-2180	M4	26-Aug-08 4:30:00 PM		Commercial	Tug	Accidental Activation	False Alarm

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2008	C	259	62.7666	-112.938	C2008-2196	A4	27-Aug-08	2:20:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2008	C	259	62.4606	-114.27	C2008-2232	A4	29-Aug-08	5:10:00 PM	CF Secondary SAR Air	Air	Single Engine Aircraft	Accidental Activation	False Alarm
2008	C	259	62.4606	-114.27	C2008-2232	A4	29-Aug-08	5:10:00 PM	Casara			Accidental Activation	False Alarm
2008	C	259	68.7761	-81.2436	C2008-2456	A2	13-Sep-08	10:29:00 PM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Mechanical Failure	Airborne Emergency
2008	C	259	72.2663	-124.018	C2008-2626	H3	28-Sep-08	12:00:00 AM	CCG Air	Other	Missing Person	Unknown	Missing Person(s)
2008	C	259	72.2663	-124.018	C2008-2626	H3	28-Sep-08	12:00:00 AM	CCG Marine (Non Sar)	Other	Person	Unknown	Missing Person(s)
2008	C	259	73.737	-133.135	C2008-2852	U4	29-Oct-08	3:00:00 AM		Other	Unknown	Unknown	False Alarm
2008	C	259	62.4627	-114.44	C2008-2878	A4	2-Nov-08	12:10:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	Other
2008	C	259	58.8519	-122.529	C2008-2953	A4	19-Nov-08	12:06:00 AM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2008	C	260	62.3116	-92.5033	C2008-0128	H2	10-Feb-08	1:50:00 AM		Other	PLB Search	Mechanical Failure	Stranded
2008	C	260	74	-83	C2008-0151	U4	17-Feb-08	1:17:00 PM		Other	Unknown	Unknown	Other
2008	C	260	64.1369	-83.1594	C2008-0160	H2	19-Feb-08	5:09:00 AM	CF Primary SAR Air	Other	Missing Person	Mechanical Failure	Missing Person(s)
2008	C	260	74.717	-94.9695	C2008-0191	A4	2-Mar-08	7:13:00 PM		Air	Multi-Engine Aircraft	Failure to Report	False Alarm
2008	C	260	73.613	-84.1307	C2008-0205	U4	5-Mar-08	11:49:00 PM		Other	Unknown	Unknown	Other
2008	C	260	83.7033	-74.43	C2008-0257	H2	22-Mar-08	4:45:00 PM	CF Secondary SAR Air	Other	Evacuation	Lack of Knowledge	Stranded
2008	C	260	83.0333	-80.4333	C2008-0275	M4	28-Mar-08	12:06:00 PM		Other	Nil	Unknown	Other
2008	C	260	79.9946	-85.8141	C2008-0298	A4	6-Apr-08	1:49:00 AM		Air	Multi-Engine Aircraft	Failure to Report	Other
2008	C	260	62.817	-92.083	C2008-0335	H3	15-Apr-08	3:45:00 PM	CF Primary SAR Air	Other	Missing Person	Unknown	Missing Person(s)
2008	C	260	63.446	-93.2015	C2008-0340	H3	16-Apr-08	1:51:00 AM		Other	Missing Person	Mechanical Failure	Disoriented
2008	C	260	67.3746	-110.838	C2008-0386	A4	23-Apr-08	5:00:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Failure to Report	False Alarm
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2008	C	260	64.1359	-95.2322	C2008-0398	H2	24-Apr-08	4:50:00 PM		Other	PLB Search	Out of Fuel	Stranded
2008	C	260	68.2403	-83.13	C2008-0404	H3	25-Apr-08	6:47:00 AM		Other	Missing Person	Mechanical Failure	Missing Person(s)
2008	C	260	68.2403	-83.13	C2008-0404	H3	25-Apr-08	6:47:00 AM		Other	Person	Mechanical Failure	Missing Person(s)
2008	C	260	66.3673	-86.0685	C2008-0420	A3	27-Apr-08	9:14:00 PM	CF Primary SAR Air	Air	Helicopter	Unknown	Forced Landing
2008	C	260	67.9	-84.1333	C2008-0464	H1	3-May-08	8:19:00 PM	CF Primary SAR Air	Other	Missing Person	Unknown	Missing Person(s)
2008	C	260	135.8	-168.2666	C2008-0464	H1	3-May-08	8:19:00 PM	CF Secondary SAR Air			Unknown	Missing Person(s)
2008	C	260	135.8	-168.2666	C2008-0464	H1	3-May-08	8:19:00 PM	Other			Unknown	Missing Person(s)
2008	C	260	69.0983	-105.091	C2008-0619	M4	27-May-08	1:26:00 AM	Police (Ashore)	Pleasure	Sail Craft	Accidental Activation	False Alarm
2008	C	260	79.9817	-85.95	C2008-0699	A4	5-Jun-08	2:00:00 PM		Air	Multi-Engine Aircraft	Failure to Report	False Alarm
2008	C	260	68.1378	-99.9044	C2008-0776	A4	9-Jun-08	1:34:00 PM		Other	Unknown	Unknown	False Alarm
2008	C	260	69.4166	-80.7	C2008-0879	M3	17-Jun-08	8:30:00 PM	Commercial Aircraft	Pleasure	Motor Craft	Ice	Stranded
2008	C	260	67.2333	-115.583	C2008-0938	A4	22-Jun-08	9:41:00 PM		Air	Single Engine Aircraft	Failure to Report	Other
2008	C	260	70.2733	-99.1083	C2008-0974	U4	26-Jun-08	3:32:00 AM		Other	Unknown	Unknown	Other
2008	C	260	71.0246	-78.2908	C2008-1065	A1P	1-Jul-08	3:50:00 AM		Air	Helicopter	Unknown	Crash
2008	C	260	70.481	-68.5091	C2008-1224	A4	9-Jul-08	10:20:00 PM		Other	Unknown	Failure to Report	False Alarm
2008	C	260	67.2145	-109.561	C2008-1488	A4	24-Jul-08	2:00:00 AM		Air	Single Engine Aircraft	Failure to Report	Airborne Emergency
2008	C	260	67	-104	C2008-1571	A3	27-Jul-08	9:00:00 AM		Air	Single Engine Aircraft	Mechanical Failure	Other
2008	C	260	67.1949	-107.801	C2008-1781	M3	5-Aug-08	4:00:00 AM		Pleasure	Motor Craft	Mechanical Failure	Disabled
2008	C	260	64.6915	-99.6561	C2008-1791	H3	6-Aug-08	5:29:00 PM		Other	PLB Search	Accidental Activation	Medical
2008	C	260	64.6915	-99.6561	C2008-1791	H3	6-Aug-08	5:29:00 PM		Other	Person	Accidental Activation	Medical
2008	C	260	70.83	-93.9916	C2008-1796	A4	6-Aug-08	9:07:00 PM	CCG Marine (Non Sar)	Air	Single Engine Aircraft	Unknown	False Alarm
2008	C	260	70.83	-93.9916	C2008-1796	A4	6-Aug-08	9:07:00 PM	CF Primary SAR Air			Unknown	False Alarm
2008	C	260	69.108	-105.138	C2008-2026	A4	19-Aug-08	6:00:00 AM		Air	Single Engine Aircraft	Unknown	False Alarm
2008	C	260	69.3941	-106.27	C2008-2174	M3	24-Aug-08	6:00:00 PM		Pleasure	Motor Craft	Mechanical Failure	Disabled
2008	C	260	60.0243	-69.9925	C2008-2340	A3	3-Sep-08	6:47:00 PM	CF Primary SAR Air	Air	Helicopter	Weather	Forced Landing
2008	C	260	73.1231	-80.5816	C2008-2442	H1	12-Sep-08	12:00:00 PM	CCG Marine (Non Sar)	Other	Evacuation	Illness	Medical
2008	C	260	68.625	-95.878	C2008-2475	M3	15-Sep-08	6:00:00 PM	CCG Air	Pleasure	Motor Craft	Weather	Other
2008	C	260	68.625	-95.878	C2008-2475	M3	15-Sep-08	6:00:00 PM	CCG Marine (Non Sar)			Weather	Other
2008	C	260	67.1166	-92.0666	C2008-2490	A4	16-Sep-08	11:07:00 PM		Air	Helicopter	Unknown	False Alarm
2008	C	260	72.4938	-78.519	C2008-2587	M1	25-Sep-08	12:05:00 PM	CCG Air	Pleasure	Open Boat	Weather	Capsized
2008	C	260	289.9752	-314.076	C2008-2587	M1	25-Sep-08	12:05:00 PM	CCG Marine (Non Sar)			Weather	Capsized
2008	C	260	289.9752	-314.076	C2008-2587	M1	25-Sep-08	12:05:00 PM	CF Primary SAR Air			Weather	Capsized
2008	C	260	289.9752	-314.076	C2008-2587	M1	25-Sep-08	12:05:00 PM	Commercial Vessel			Weather	Capsized
2008	C	260	289.9752	-314.076	C2008-2587	M1	25-Sep-08	12:05:00 PM	Federal Aircraft (Other)			Weather	Capsized
2008	C	260	72.4458	-78.9798	C2008-2611	M1	27-Sep-08	7:00:00 PM	CCG Air	Pleasure	Motor Craft	Mechanical Failure	Disabled
2008	C	260	63.0815	-92.3226	C2008-2684	H4	5-Oct-08	11:59:00 PM	CF Secondary SAR Air	Pleasure	Motor Craft	Unknown	Other
2008	C	260	62.3383	-93.1766	C2008-2794	H3	19-Oct-08	2:57:00 PM		Other	Missing Person	Mechanical Failure	Disabled
2008	C	260	68.783	-81.217	C2008-2903	U4	6-Nov-08	5:40:00 PM		Other	Unknown	Unknown	False Alarm
2008	C	260	82.5033	-62.0516	C2008-2909	U4	8-Nov-08	7:59:00 PM		Other	Unknown	Accidental Activation	False Alarm
2008	C	260	64.2988	-96.0777	C2008-2956	A4	19-Nov-08	11:30:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2008	C	260	62.7233	-92.0516	C2008-2971	A4	21-Nov-08	8:05:00 PM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2008	C	260	64.2988	-96.0777	C2008-2993	A4	26-Nov-08	8:25:00 AM		Air	Multi-Engine Aircraft	Poor Maintenance	False Alarm
2008	C	260	69.108	-105.138	C2008-3058	A1	13-Dec-08	8:44:00 AM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Unknown	Crash
2008	C	260	82.5	-62.367	C2008-3082	U4	19-Dec-08	9:25:00 PM		Other	Unknown	Unknown	Other
2008	C	260	69.0645	-81.6445	C2008-3100	H3	28-Dec-08	12:10:00 AM		Other	Missing Person	Unknown	Disabled
2008	M	010	64.9166	-58.35	M2008-0290	A5	20-Mar-08	6:27:00 AM		Other	Unknown	Unknown	Other
2008	M	010	44.7396	-63.8761	M2008-0466	H1	30-Apr-08	12:00:00 AM		Other	Transport Equipment	Unknown	Person in Water
2008	M	010	63.9833	-54.1	M2008-0784	M3	12-Jun-08	11:00:00 PM		Fishing	Fishing Vessel	Injury	Medical
2008	M	010	66.8283	-63.59	M2008-0824	A5	18-Jun-08	2:02:00 AM				Unknown	Other
2008	M	010	63.1433	-60.5283	M2008-1186	M2	21-Jul-08	12:30:00 AM		Government	Government Vessel	Injury	Medical
2008	M	010	64.233	-76.542	M2008-1303	M2	26-Jul-08	12:00:00 PM	CCG Marine (Non Sar)	Pleasure	Canoe	Weather	Disabled
2008	M	010	64.233	-76.542	M2008-1303	M2	26-Jul-08	12:00:00 PM	CF Primary SAR Air			Weather	Disabled
2008	M	010	66.75	-58.8333	M2008-1605	M3	24-Aug-08	4:00:00 AM		Fishing	Fishing Vessel	Illness	Medical
2008	M	010	63.7285	-68.5265	M2008-1628	M3	25-Aug-08	6:00:00 PM	CCG Air	Pleasure	Canoe	Tides/Currents	Stranded
2008	M	010	191.1855	-205.5795	M2008-1628	M3	25-Aug-08	6:00:00 PM	CCG Marine (Non Sar)			Tides/Currents	Stranded
2008	M	010	191.1855	-205.5795	M2008-1628	M3	25-Aug-08	6:00:00 PM	CF Primary SAR Air			Tides/Currents	Stranded
2008	M	010	191.1855	-205.5795	M2008-1628	M3	25-Aug-08	6:00:00 PM	CF Secondary SAR Air			Tides/Currents	Stranded
2008	M	010	61.3683	-67.825	M2008-1746	U4	5-Sep-08	12:56:00 PM		Other	Unknown	Unknown	Other
2008	M	010	44.6651	-63.5865	M2008-1751	M3	5-Sep-08	9:41:00 PM	Fishing	Pleasure	Open Boat	Mechanical Failure	Disabled
2008	M	010	61.45	-64.2666	M2008-2024	M1	20-Oct-08	1:55:00 AM	CF Primary SAR Air	Fishing	Fishing Vessel	Unknown	On Fire
2008	M	010	184.35	-192.7998	M2008-2024	M1	20-Oct-08	1:55:00 AM	CF Secondary SAR Air			Unknown	On Fire
2008	M	010	184.35	-192.7998	M2008-2024	M1	20-Oct-08	1:55:00 AM	Fishing			Unknown	On Fire
2008	M	010	184.35	-192.7998	M2008-2024	M1	20-Oct-08	1:55:00 AM	Other			Unknown	On Fire
2008	M	010	62.845	-69.8654	M2008-2117	M2	6-Nov-08	11:30:00 PM	CCG Marine (Non Sar)	Pleasure	Canoe	Mechanical Failure	Disabled
2008	M	010	188.535	-209.5962	M2008-2117	M2	6-Nov-08	11:30:00 PM	CF Primary SAR Air			Mechanical Failure	Disabled
2008	M	010	188.535	-209.5962	M2008-2117	M2	6-Nov-08	11:30:00 PM	CF Secondary SAR Air			Mechanical Failure	Disabled
2008	M	010	188.535	-209.5962	M2008-2117	M2	6-Nov-08	11:30:00 PM	Commercial Vessel			Mechanical Failure	Disabled

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2008	M	010	45.0982	-63.4019	M2008-2121	A3	7-Nov-08 11:35:00 PM		Other	Unknown	Mistaken Belief	Airborne Emergency
2008	M	010	59.2566	-66.2583	M2008-2132	A4	10-Nov-08 10:36:00 PM		Other	Unknown	Unknown	False Alarm
2008	M	010	66.9528	-63.1694	M2008-2228	A4	26-Nov-08 4:57:00 PM		Other	Unknown	Mechanical Failure	Other
2008	M	010	62.0241	-69.2581	M2008-2291	A1	7-Dec-08 9:05:00 PM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Mechanical Failure	Crash
2008	M	010	186.0723	-207.7743	M2008-2291	A1	7-Dec-08 9:05:00 PM	Casara			Mechanical Failure	Crash
2008	M	010	186.0723	-207.7743	M2008-2291	A1	7-Dec-08 9:05:00 PM	Federal Aircraft (Other)			Mechanical Failure	Crash
2008	M	010	186.0723	-207.7743	M2008-2291	A1	7-Dec-08 9:05:00 PM	Fishing			Mechanical Failure	Crash
2008	M	010	63.7585	-68.5292	M2008-2298	A4	9-Dec-08 12:02:00 PM	Casara	Other	Unknown	Accidental Activation	Other
2008	M	010	66.5716	-59.6516	M2008-2311	U4	13-Dec-08 9:38:00 AM		Other	Unknown	Unknown	False Alarm
2008	M	010	61.3833	-66.3833	M2008-2350	A3	21-Dec-08 9:05:00 PM		Air	Single Engine Aircraft	Unknown	Airborne Emergency
2008	N	010	60.3448	-62.1095	N2008-0482	M3	4-Oct-08 9:00:00 PM		Fishing	Fishing Vessel	Other	Medical
2008	P	259	48.6512	-123.394	P2008-3603	M4	6-Nov-08 5:12:00 PM		Pleasure	Motor Craft	Accidental Activation	Other
2009	C	155	62.2936	-75.5377	C2009-0054	H1	14-Jan-09 4:00:00 PM	CF Primary SAR Air	Other	Missing Person	Ice	Missing Person(s)
2009	C	155	63.5833	-82.6666	C2009-0295	H3	12-Mar-09 6:57:00 PM	CF Primary SAR Air	Other	Missing Person	Lack of Knowledge	Stranded
2009	C	155	52.6688	-81.884	C2009-1487	M3	15-Jul-09 8:00:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Weather	Other
2009	C	155	59.9222	-94.8202	C2009-1536	M3	19-Jul-09 1:20:00 PM		Pleasure	Motor Craft	Out of Fuel	Disabled
2009	C	155	63.4661	-90.9053	C2009-1776	M1	2-Aug-09 4:00:00 AM	Police (Ashore)	Commercial	Tanker	Illness	Medical
2009	C	155	61.5666	-93.2333	C2009-2112	M3	17-Aug-09 10:15:00 PM		Pleasure	Motor Craft	Mechanical Failure	Disabled
2009	C	155	62.6473	-91.7436	C2009-2118	M3	18-Aug-09 4:00:00 PM	CF Primary SAR Air	Pleasure	Open Boat	Weather	Other
2009	C	155	62.6473	-91.7436	C2009-2118	M3	18-Aug-09 4:00:00 PM	Pleasure Craft (Private)			Weather	Other
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2009	C	155	60.021	-77.535	C2009-2425	M3	6-Sep-09 10:40:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Mechanical Failure	Disabled
2009	C	155	60.021	-77.535	C2009-2425	M3	6-Sep-09 10:40:00 AM	Pleasure Craft (Private)			Mechanical Failure	Disabled
2009	C	155	62.9816	-76.0433	C2009-2631	M3	21-Sep-09 12:30:00 PM	CCG Marine (Non Sar)	Commercial	Bulk Carrier	Mechanical Failure	Disabled
2009	C	155	61.7333	-93.3116	C2009-2655	M2	23-Sep-09 10:30:00 PM	CF Primary SAR Air	Pleasure	Canoe	Mechanical Failure	Disabled
2009	C	155	246.9332	-373.2464	C2009-2655	M2	23-Sep-09 10:30:00 PM	CF Secondary SAR Air			Mechanical Failure	Disabled
2009	C	155	246.9332	-373.2464	C2009-2655	M2	23-Sep-09 10:30:00 PM	Casara			Mechanical Failure	Disabled
2009	C	155	246.9332	-373.2464	C2009-2655	M2	23-Sep-09 10:30:00 PM	Commercial Aircraft			Mechanical Failure	Disabled
2009	C	155	246.9332	-373.2464	C2009-2655	M2	23-Sep-09 10:30:00 PM	Pleasure Craft (Private)			Mechanical Failure	Disabled
2009	C	155	62.2233	-75.6616	C2009-2659	M2	25-Sep-09 10:40:00 AM	CCG Marine (Non Sar)	Commercial	Cargo Ship	Mechanical Failure	Other
2009	C	155	62.2233	-75.6616	C2009-2659	M2	25-Sep-09 10:40:00 AM	Commercial Vessel			Mechanical Failure	Other
2009	C	155	64.0261	-83.1371	C2009-2918	H1	6-Nov-09 5:00:00 PM	CF Primary SAR Air	Other	Missing Person	Weather	Stranded
2009	C	259	62.6246	-114.624	C2009-0077	A4	19-Jan-09 11:03:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2009	C	259	62.6898	-113.766	C2009-0091	A4	22-Jan-09 6:56:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2009	C	259	82	-134	C2009-0275	H3	7-Mar-09 2:00:00 AM		Other	Evacuation	Illness	Medical
2009	C	259	62.4628	-114.44	C2009-0398	A4	7-Apr-09 1:25:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2009	C	259	62.4661	-114.436	C2009-0411	A4	8-Apr-09 11:00:00 PM	Casara	Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2009	C	259	62.4628	-114.44	C2009-0414	A4	9-Apr-09 5:54:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2009	C	259	67.6155	-107.488	C2009-0451	A1	15-Apr-09 10:35:00 PM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Other	Missing Person(s)
2009	C	259	60	-111.88	C2009-0732	A4	23-May-09 11:00:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2009	C	259	71.2525	-122.703	C2009-0835	A5	2-Jun-09 1:33:00 PM				Unknown	Other
2009	C	259	62.4628	-114.44	C2009-0938	A4	13-Jun-09 4:44:00 AM		Air	Multi-Engine Aircraft	Failure to Report	False Alarm
2009	C	259	62.4773	-114.457	C2009-0980	A4	15-Jun-09 10:02:00 PM		Air	Single Engine Aircraft	Unknown	False Alarm
2009	C	259	60	-126	C2009-0994	U4	17-Jun-09 3:25:00 AM		Other	Unknown	Unknown	Other
2009	C	259	66.453	-126.33	C2009-1012	A2	18-Jun-09 11:05:00 PM	Commercial Aircraft	Air	Single Engine Aircraft	Aircraft Engine Failure	Crash
2009	C	259	60.3086	-103.136	C2009-1115	A1P	25-Jun-09 2:30:00 AM		Air	Multi-Engine Aircraft	Unknown	Crash
2009	C	259	69.469	-133.049	C2009-1194	M4	28-Jun-09 12:00:00 PM	CF Primary SAR Air	Pleasure	Open Boat	Suspected Drug/Alcohol	False Alarm
2009	C	259	69.469	-133.049	C2009-1194	M4	28-Jun-09 12:00:00 PM	Casara			Suspected Drug/Alcohol	False Alarm
2009	C	259	61.7626	-114.032	C2009-1345	H3	10-Jul-09 1:32:00 AM	CCG Air	Other	Missing Person	Unknown	Other
2009	C	259	65.2858	-126.905	C2009-1582	A1	21-Jul-09 8:28:00 PM	Commercial Aircraft	Air	Single Engine Aircraft	Other	Crash
2009	C	259	68.2971	-133.552	C2009-1665	A4	28-Jul-09 2:20:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2009	C	259	51.3423	-113.77	C2009-1704	A4	30-Jul-09 2:56:00 AM		Air	Multi-Engine Aircraft	Poor Maintenance	False Alarm
2009	C	259	69.3316	-134.673	C2009-1706	A4	30-Jul-09 2:26:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2009	C	259	69.2741	-126.138	C2009-1754	A4	1-Aug-09 3:33:00 PM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2009	C	259	60.9483	-123.975	C2009-1863	A1	4-Aug-09 11:16:00 PM	CF Primary SAR Air	Air	Helicopter	Unknown	Crash
2009	C	259	60.9483	-123.975	C2009-1863	A1	4-Aug-09 11:16:00 PM	Commercial Aircraft			Unknown	Crash
2009	C	259	65.3621	-126.549	C2009-2289	A4	28-Aug-09 1:00:00 AM		Air	Single Engine Aircraft	Unknown	False Alarm
2009	C	259	56.3076	9.0748	C2009-2291	H5	28-Aug-09 10:10:00 AM				Unknown	False Alarm
2009	C	259	66.0273	-117.479	C2009-2577	U4	16-Sep-09 6:39:00 PM		Air	Multi-Engine Aircraft	Tides/Currents	Other
2009	C	259	70.624	-127.757	C2009-2684	M4	27-Sep-09 4:24:00 PM		Commercial	Tug	Accidental Activation	False Alarm
2009	C	259	68.4935	-96.3875	C2009-2689	H2	28-Sep-09 4:30:00 AM		Other	Missing Person	Mechanical Failure	Missing Person(s)
2009	C	259	62.4655	-114.436	C2009-2885	A3	29-Oct-09 2:01:00 PM		Air	Multi-Engine Aircraft	Mechanical Failure	Other
2009	C	259	73.3766	-114.835	C2009-2982	U4	18-Nov-09 7:35:00 AM		Other	Unknown	Unknown	Other
2009	C	259	60.0175	-111.972	C2009-3015	A4	27-Nov-09 4:10:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2009	C	259	69.75	-132.283	C2009-3050	H3	7-Dec-09 2:13:00 PM	CF Primary SAR Air	Other	Missing Person	Mechanical Failure	Missing Person(s)
2009	C	259	69.75	-132.283	C2009-3050	H3	7-Dec-09 2:13:00 PM	Casara			Mechanical Failure	Missing Person(s)
2009	C	259	62.4628	-114.44	C2009-3052	A5	7-Dec-09 8:19:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2009	C	260	71.4486	-79.5273	C2009-0085	A4	21-Jan-09 1:52:00 PM	CF Primary SAR Air	Air	Helicopter	Accidental Activation	False Alarm
2009	C	260	71.4486	-79.5273	C2009-0085	A4	21-Jan-09 1:52:00 PM	CF Secondary SAR Air			Accidental Activation	False Alarm
2009	C	260	72.439	-83.3559	C2009-0107	U4	25-Jan-09 3:59:00 AM		Other	Unknown	Tides/Currents	False Alarm
2009	C	260	68.6295	-94.5304	C2009-0188	H3	13-Feb-09 1:22:00 AM		Other	Missing Person	Mechanical Failure	Other
2009	C	260	68.5033	-93.9533	C2009-0251	H3	28-Feb-09 10:00:00 PM		Other	Missing Person	Mechanical Failure	Disabled
2009	C	260	72.7178	-78.0034	C2009-0287	A4	10-Mar-09 11:55:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2009	C	260	75.065	-95.8583	C2009-0351	A4	27-Mar-09 11:30:00 AM		Other	Unknown	Unknown	Other
2009	C	260	68.625	-95.878	C2009-0371	A4	31-Mar-09 9:10:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2009	C	260	69.2243	-90.1788	C2009-0393	H3	5-Apr-09 9:30:00 PM		Other	Missing Person	Mechanical Failure	Disabled
2009	C	260	55.6345	37.2916	C2009-0470	A5	19-Apr-09 11:48:00 AM				Unknown	Airborne Emergency
2009	C	260	55.2815	-8.0811	C2009-0497	A5	23-Apr-09 10:00:00 AM				Unknown	Airborne Emergency
2009	C	260	62.0179	-93.3482	C2009-0808	H2	30-May-09 11:50:00 PM	CF Primary SAR Air	Other	Missing Person	Mechanical Failure	Missing Person(s)
2009	C	260	73.5715	-84.1178	C2009-1251	H2	3-Jul-09 9:00:00 PM	CF Primary SAR Air	Other	Evacuation	Weather	Stranded
2009	C	260	74.6406	-107.084	C2009-1303	U4	6-Jul-09 7:32:00 AM		Other	Unknown	Unknown	Other
2009	C	260	69.4078	-106.167	C2009-1488	A3	17-Jul-09 12:30:00 AM		Air	Single Engine Aircraft	Unknown	Crash
2009	C	260	66.9371	-83.8504	C2009-1905	U4	7-Aug-09 8:09:00 AM		Other	Unknown	Unknown	Other
2009	C	260	70.9583	-96.5133	C2009-2107	M3	17-Aug-09 4:30:00 PM	CCG Marine (Non Sar)	Pleasure	Sail Craft	Ice	Other
2009	C	260	62.8203	-92.083	C2009-2259	A3	26-Aug-09 3:40:00 AM		Air	Multi-Engine Aircraft	Aircraft Engine Failure	Airborne Emergency
2009	C	260	50.3823	4.1035	C2009-2290	A5	28-Aug-09 10:02:00 AM				Unknown	False Alarm
2009	C	260	69.3646	-81.8161	C2009-2310	A4	29-Aug-09 10:11:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2009	C	260	68.5345	-89.808	C2009-2316	A4	30-Aug-09 1:48:00 AM		Air	Single Engine Aircraft	Unknown	False Alarm

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2009	C	260	63.2953	-90.6881	C2009-2341	A4	31-Aug-09	10:31:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2009	C	260	68.8348	-107.651	C2009-2361	M3	2-Sep-09	6:00:00 AM	CCGA	Pleasure	Sail Craft	Weather	Disabled
2009	C	260	68.4766	-96.3066	C2009-2719	H2	1-Oct-09	10:57:00 PM		Other	Missing Person	Mechanical Failure	Other
2009	C	260	62.9533	-91.8766	C2009-2721	H2	2-Oct-09	2:36:00 AM		Other	Missing Person	Unknown	Disabled
2009	C	260	69.9066	-84.7566	C2009-2806	M2	14-Oct-09	11:40:00 PM	CCG Air	Commercial	Cargo Ship	Illness	Medical
2009	C	260	69.9066	-84.7566	C2009-2806	M2	14-Oct-09	11:40:00 PM	CCG Marine (Non Sar)			Illness	Medical
2009	C	260	63.8666	-83.5566	C2009-2927	M2	9-Nov-09	8:00:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Ice	Stranded
2009	C	260	127.7332	-167.1132	C2009-2927	M2	9-Nov-09	8:00:00 PM	CF Primary SAR Air			Ice	Stranded
2009	C	260	127.7332	-167.1132	C2009-2927	M2	9-Nov-09	8:00:00 PM	Federal Ground Resource			Ice	Stranded
2009	C	260	62.1441	-93.4945	C2009-3106	H2	1-Dec-09	4:10:00 AM	CF Primary SAR Air	Other	Missing Person	Mechanical Failure	Missing Person(s)
2009	C	260	62.1441	-93.4945	C2009-3106	H2	1-Dec-09	4:10:00 AM	Casara			Mechanical Failure	Missing Person(s)
2009	M	010	69.6416	-73.2366	M2009-0032	M5	9-Jan-09	11:37:00 PM		Fishing	Fishing Boat (Open)	Unknown	False Alarm
2009	M	010	44.682	-63.6131	M2009-0211	M4	3-Mar-09	6:42:00 PM		Government	Government Vessel	Accidental Activation	False Alarm
2009	M	010	69.6917	-77.1783	M2009-0473	A5	3-May-09	1:23:00 PM					Other
2009	M	010	69.6917	-77.1783	M2009-0473	A5	3-May-09	1:23:00 PM					Other
2009	M	010	59.15	-69.8016	M2009-0484	M5	5-May-09	4:15:00 AM		Commercial	Cargo Ship	Accidental Activation	Other
2009	M	010	63.4666	-73.8666	M2009-0500	U4	6-May-09	1:02:00 PM				Unknown	Other
2009	M	010	60.9733	-57.3916	M2009-0511	M4	7-May-09	6:56:00 PM		Other	Nil	Other	False Alarm
2009	M	010	63.7439	-68.5686	M2009-0512	A3	7-May-09	7:07:00 PM		Air	Multi-Engine Aircraft	Mechanical Failure	Airborne Emergency
2009	M	010	44.635	-63.6128	M2009-0591	M4	16-May-09	5:12:00 PM	SAR Marine (CCG)	Pleasure	Motor Craft	Mistaken Belief	On Fire
[illegible]													
2009	M	010	44.6166	-63.4165	M2009-0733	M2	4-Jun-09	6:15:00 AM	SAR Marine (CCG)	Pleasure	Sail Craft	Navigational Error	Grounded
2009	M	010	44.6773	-63.6161	M2009-0947	M3	27-Jun-09	8:24:00 PM	SAR Marine (CCG)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2009	M	010	54.7366	-55.16	M2009-0950	M2	28-Jun-09	3:00:00 AM				Ice	Taking on Water
2009	M	010	61.25	-61.2833	M2009-1022	M1	6-Jul-09	7:40:00 PM	CCG Marine (Non Sar)	Fishing	Fishing Vessel	Illness	Medical
2009	M	010	61.25	-61.2833	M2009-1022	M1	6-Jul-09	7:40:00 PM	CF Primary SAR Air			Illness	Medical
2009	M	010	69.9283	-67.935	M2009-1043	A5	8-Jul-09	11:01:00 AM		Other	Unknown	Unknown	Other
2009	M	010	64.1498	-69.4633	M2009-1197	A3	20-Jul-09	8:40:00 PM		Air	Multi-Engine Aircraft	Mechanical Failure	Airborne Emergency
2009	M	010	62.1978	-57.5866	M2009-1322	M5	31-Jul-09	9:08:00 AM				Unknown	False Alarm
2009	M	010	59.1833	-51.8666	M2009-1520	M4	15-Aug-09	6:00:00 AM		Pleasure	Sail Craft	Failure to Report	Other
2009	M	010	69.175	-67.3343	M2009-1636	M1	22-Aug-09	11:30:00 PM	CF Primary SAR Air	Commercial	Cruise Ship	Illness	Medical
2009	M	010	69.4501	-73.7713	M2009-1695	M5	28-Aug-09	9:06:00 PM		Fishing	Fishing Vessel	Accidental Activation	False Alarm
2009	M	010	64.87	-67.4266	M2009-1882	M5	18-Sep-09	9:23:00 AM		Fishing	Fishing Vessel	Accidental Activation	False Alarm
2009	M	010	63.4781	-68.3041	M2009-1887	M4	18-Sep-09	9:35:00 PM	CCG Air	Pleasure	Open Boat	Unknown	Other
2009	M	010	63.4781	-68.3041	M2009-1887	M4	18-Sep-09	9:35:00 PM	CCG Marine (Non Sar)			Unknown	Other
2009	M	010	60.4774	-64.6873	M2009-1955	M4	20-Sep-09	10:20:00 PM		Other	Unknown	Unknown	Other
2009	M	010	56.8068	-57.9233	M2009-2091	U4	25-Oct-09	7:20:00 PM		Other	Unknown	Unknown	Other
2009	M	010	67.4716	-63.9081	M2009-2154	M3	6-Nov-09	3:56:00 AM	CF Primary SAR Air	Pleasure	Canoe	Failure to Report	Other
2009	M	010	61.7883	-58.6668	M2009-2173	A5	8-Nov-09	11:59:00 AM				Unknown	Other
2009	M	010	67.2133	-74.7183	M2009-2181	A5	10-Nov-09	4:46:00 AM		Other	Unknown	Unknown	Other
2009	M	010	61.6336	-58.925	M2009-2247	M5	21-Nov-09	4:36:00 AM				Accidental Activation	False Alarm
2009	M	010	63.2416	-58.7533	M2009-2339	H5	8-Dec-09	4:37:00 AM				Accidental Activation	Other
2009	M	260	50.7833	-68.8166	M2009-1158	A4	17-Jul-09	9:26:00 PM		Other	Unknown	Unknown	Other
2009	M	260	52.8633	-66.6566	M2009-1172	A4	19-Jul-09	9:00:00 AM	Casara	Air	Single Engine Aircraft	Accidental Activation	Other
2010	C	155	62.3538	-93.2101	C2010-0409	H3	19-Apr-10	1:01:00 PM		Other	PLB Search	Mechanical Failure	Disabled
2010	C	155	55.265	-77.7927	C2010-0945	M1	15-Jun-10	8:00:00 PM	CF Primary SAR Air	Pleasure	Kayak	Unknown	Person in Water
2010	C	155	55.265	-77.7927	C2010-0945	M1	15-Jun-10	8:00:00 PM	Casara			Unknown	Person in Water
2010	C	155	56.3664	-76.8661	C2010-1695	H4	29-Jul-10	12:40:00 AM		Other	PLB Search	Unknown	Other
2010	C	155	62.4781	-92.527	C2010-1716	M1P	18-Jul-10	2:50:00 AM		Pleasure	Motor Craft	Unknown	Medical
2010	C	155	59.9703	-94.331	C2010-1918	M3	8-Aug-10	3:00:00 PM	CF Primary SAR Air	Pleasure	Open Boat	Failure to Report	Disabled
2010	C	155	179.9109	-282.993	C2010-1918	M3	8-Aug-10	3:00:00 PM	Casara			Failure to Report	Disabled
2010	C	155	179.9109	-282.993	C2010-1918	M3	8-Aug-10	3:00:00 PM	Other			Failure to Report	Disabled
2010	C	155	179.9109	-282.993	C2010-1918	M3	8-Aug-10	3:00:00 PM	Pleasure Craft (Private)			Failure to Report	Disabled
2010	C	155	63.6813	-91.4339	C2010-2509	M3	8-Sep-10	11:59:00 PM	CF Primary SAR Air	Pleasure	Open Boat	Failure to Report	Missing Person(s)
2010	C	155	63.6813	-91.4339	C2010-2509	M3	8-Sep-10	11:59:00 PM	Pleasure Craft (Private)			Failure to Report	Missing Person(s)
2010	C	155	56.5016	-76.6616	C2010-2653	M4	23-Sep-10	1:23:00 PM		Other	Nil	Unknown	Other
2010	C	155	53.0492	-82.0433	C2010-2775	M4	9-Oct-10	12:00:00 AM	CF Marine	Pleasure	Motor Craft	Mistaken Belief	False Alarm
2010	C	155	106.0984	-164.0866	C2010-2775	M4	9-Oct-10	12:00:00 AM	CF Primary SAR Air			Mistaken Belief	False Alarm
2010	C	155	106.0984	-164.0866	C2010-2775	M4	9-Oct-10	12:00:00 AM	Provincial Aircraft			Mistaken Belief	False Alarm
2010	C	155	55.2513	-84.5993	C2010-2815	M3	12-Oct-10	5:30:00 PM	Other	Pleasure	Canoe	Collision with Object	Stranded
2010	C	155	69.3693	-81.7938	C2010-2829	M4	16-Oct-10	5:18:00 PM		Pleasure	Motor Craft	Weather	Missing Person(s)
2010	C	155	60.575	-83.4183	C2010-2926	A4	3-Nov-10	7:50:00 PM		Other	Unknown	Unknown	False Alarm
2010	C	259	64.2988	-96.0777	C2010-0008	A4	4-Jan-10	3:14:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2010	C	259	64.9017	-125.58	C2010-0012	A1P	5-Jan-10	5:51:00 PM		Air	Single Engine Aircraft	Aircraft Engine Failure	Crash
2010	C	259	69.9049	-131.195	C2010-0144	M4	18-Feb-10	5:40:00 PM		Commercial	Oil Rig	Unknown	False Alarm
2010	C	259	62.4628	-114.44	C2010-0202	A4	5-Mar-10	4:26:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2010	C	259	69.7136	-120.902	C2010-0266	H2	24-Mar-10	7:09:00 AM	CF Primary SAR Air	Other	Evacuation	Injury	Stranded
2010	C	259	69.7136	-120.902	C2010-0266	H2	24-Mar-10	7:09:00 AM	Federal Ground Resource			Injury	Stranded
2010	C	259	61.7603	-121.236	C2010-0273	A4	25-Mar-10	5:09:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2010	C	259	65.285	-126.783	C2010-0280	A4	26-Mar-10	10:25:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2010	C	259	62.4449	-114.429	C2010-0398	A4	17-Apr-10	6:30:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2010	C	259	82.499	-62.346	C2010-0770	H1	1-Jun-10	1:00:00 AM	CF Primary SAR Air	Other	Evacuation	Other	Medical
2010	C	259	82.499	-62.346	C2010-0770	H1	1-Jun-10	1:00:00 AM	CF Secondary SAR Air			Other	Medical
2010	C	259	61.2371	-149.814	C2010-0927	H5	14-Jun-10	9:47:00 PM				Tides/Currents	False Alarm
2010	C	259	70.1274	-124.38	C2010-1397	M3	13-Jul-10	2:30:00 PM	Casara	Pleasure	Motor Craft	Weather	Other
2010	C	259	70.1274	-124.38	C2010-1397	M3	13-Jul-10	2:30:00 PM	Federal Aircraft (Other)			Weather	Other
2010	C	259	61.0296	-123.388	C2010-1518	A4	20-Jul-10	6:16:00 PM		Air	Single Engine Aircraft	Failure to Report	False Alarm
2010	C	259	69.454	-133.03	C2010-1530	H4	21-Jul-10	3:59:00 AM		Other	Assist Police	Unknown	False Alarm
2010	C	259	62.1816	-117.126	C2010-1704	A4	29-Jul-10	5:00:00 PM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Unknown	Crash
2010	C	259	62.1816	-117.126	C2010-1704	A4	29-Jul-10	5:00:00 PM	Commercial Aircraft			Unknown	Crash
2010	C	259	60.1381	-116.687	C2010-2036	A4	15-Aug-10	12:49:00 AM	CF Primary SAR Air	Air	Single Engine Aircraft	Accidental Activation	False Alarm
2010	C	259	60.1381	-116.687	C2010-2036	A4	15-Aug-10	12:49:00 AM	Casara			Accidental Activation	False Alarm
2010	C	259	70.763	-117.805	C2010-2038	A4	15-Aug-10	4:31:00 AM		Air	Helicopter	Failure to Report	Airborne Emergency
2010	C	259	60.443	-121.234	C2010-2066	A2	15-Aug-10	11:40:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Lack of Knowledge	Airborne Emergency
2010	C	259	59.8461	30.2251	C2010-2245	A5	26-Aug-10	5:28:00 AM				Unknown	Other
2010	C	259	80.97	-119.363	C2010-2313	M2	29-Aug-10	2:55:00 AM	CCG Air	Pleasure	Motor Craft	Illness	Medical
2010	C	259	80.97	-119.363	C2010-2313	M2	29-Aug-10	2:55:00 AM	CCG Marine (Non Sar)			Illness	Medical
2010	C	259	63.2155	-114.273	C2010-2354	A1P	31-Aug-10	3:00:00 PM		Air	Single Engine Aircraft	Suicide or Attempt	Crash

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2010	C	259	69.8533	-133.283	C2010-2484	M2	7-Sep-10 3:00:00 PM	Commercial Vessel	Pleasure	Motor Craft	Injury	Medical
2010	C	259	61.45	-116.2	C2010-3084	A1	22-Dec-10 8:50:00 PM		Air	Helicopter	Mechanical Failure	Crash
2010	C	259	69.4558	-133.027	C2010-3093	H2	27-Dec-10 3:00:00 PM	CF Primary SAR Air	Other	Other	Other	Missing Person(s)
2010	C	259	138.9116	-266.054	C2010-3093	H2	27-Dec-10 3:00:00 PM	CF Secondary SAR Air			Other	Missing Person(s)
2010	C	259	138.9116	-266.054	C2010-3093	H2	27-Dec-10 3:00:00 PM	Casara			Other	Missing Person(s)
2010	C	260	74.5666	-94.7833	C2010-0065	H1	22-Jan-10 5:51:00 PM	CF Primary SAR Air	Other	Missing Person	Ice	Stranded
2010	C	260	71.9666	-74.1166	C2010-0081	H3	27-Jan-10 9:55:00 PM		Other	Evacuation	Unknown	Medical
2010	C	260	82.5	-62.367	C2010-0130	H2	11-Feb-10 8:50:00 PM	CF Primary SAR Air	Other	Transport Medical	Illness	Medical
2010	C	260	72.4766	-83.2	C2010-0179	H3	1-Mar-10 8:46:00 PM		Other	PLB Search	Mechanical Failure	Disabled
2010	C	260	83.2265	-74.0756	C2010-0206	H3	6-Mar-10 2:03:00 PM	CF Primary SAR Air	Other	Evacuation	Injury	Medical
2010	C	260	69.92	-81.8539	C2010-0231	H3	13-Mar-10 12:54:00 PM		Other	Missing Person	Mechanical Failure	Disabled
2010	C	260	63.0183	-92.0316	C2010-0237	H3	14-Mar-10 9:56:00 PM		Other	PLB Search	Mechanical Failure	Disabled
2010	C	260	87.1883	-70.2733	C2010-0382	H1	15-Apr-10 4:39:00 PM	CF Secondary SAR Air	Other	Evacuation	Injury	Stranded
2010	C	260	87.1883	-70.2733	C2010-0382	H1	15-Apr-10 4:39:00 PM	Private Aircraft			Injury	Stranded
2010	C	260	68.5321	-89.8222	C2010-0388	H2	16-Apr-10 12:16:00 PM		Other	Other	Unknown	Other
2010	C	260	67.9095	-88.3078	C2010-0481	H3	1-May-10 9:00:00 PM		Other	PLB Search	Unknown	Other
2010	C	260	84.0075	-64.7948	C2010-0536	A1	9-May-10 10:43:00 PM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Unknown	Crash
2010	C	260	61.5833	-93.4916	C2010-0544	H3	11-May-10 11:54:00 PM	CF Primary SAR Air	Other	PLB Search	Mechanical Failure	Stranded
2010	C	260	61.5833	-93.4916	C2010-0544	H3	11-May-10 11:54:00 PM	Casara			Mechanical Failure	Stranded
2010	C	260	63.7483	-68.5475	C2010-0546	A4	12-May-10 4:48:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
[illegible]							[illegible]					
2010	C	260	72.69	-77.9466	C2010-0832	H4	7-Jun-10 12:31:00 AM		Other	PLB Search	Unknown	Other
2010	C	260	62.81	-92.115	C2010-1484	A1P	18-Jul-10 7:21:00 PM		Air	Multi-Engine Aircraft	Unknown	Crash
2010	C	260	72.971	-85.5401	C2010-1734	M3	31-Jul-10 5:40:00 PM	CCG Marine (Non Sar)	Fishing	Fishing Vessel	Mechanical Failure	Disabled
2010	C	260	69.1008	-105.021	C2010-1802	M3	3-Aug-10 2:40:00 AM		Pleasure	Open Boat	Mechanical Failure	Other
2010	C	260	68.9166	-94.5666	C2010-1996	M3	13-Aug-10 5:02:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Weather	Other
2010	C	260	68.9166	-94.5666	C2010-1996	M3	13-Aug-10 5:02:00 PM	CF Primary SAR Air			Weather	Other
2010	C	260	69.476	-93.448	C2010-2088	M3	17-Aug-10 2:00:00 PM		Pleasure	Motor Craft	Mechanical Failure	Disabled
2010	C	260	62.9315	-90.8728	C2010-2228	M3	25-Aug-10 2:30:00 PM	CCGA	Pleasure	Open Boat	Weather	Stranded
2010	C	260	62.9315	-90.8728	C2010-2228	M3	25-Aug-10 2:30:00 PM	CF Primary SAR Air			Weather	Stranded
2010	C	260	73.1866	-85.2743	C2010-2237	M2	25-Aug-10 9:15:00 PM		Commercial	Tanker	Unknown	On Fire
2010	C	260	67.971	-112.671	C2010-2274	M2	28-Aug-10 1:00:00 AM	CCG Air	Commercial	Cruise Ship	Navigational Error	Grounded
2010	C	260	135.942	-225.342	C2010-2274	M2	28-Aug-10 1:00:00 AM	CCG Marine (Non Sar)			Navigational Error	Grounded
2010	C	260	135.942	-225.342	C2010-2274	M2	28-Aug-10 1:00:00 AM	CF Primary SAR Air			Navigational Error	Grounded
2010	C	260	68.4116	-96.3616	C2010-2371	M3	1-Sep-10 9:20:00 AM	CCG Air	Commercial	Tanker	Unknown	Grounded
2010	C	260	68.4116	-96.3616	C2010-2371	M3	1-Sep-10 9:20:00 AM	CCG Marine (Non Sar)			Unknown	Grounded
2010	C	260	68.6426	-95.8267	C2010-2548	M3	12-Sep-10 4:50:00 PM	CCG Air	Pleasure	Motor Craft	Mechanical Failure	Disabled
2010	C	260	137.2852	-191.6534	C2010-2548	M3	12-Sep-10 4:50:00 PM	CCG Marine (Non Sar)			Mechanical Failure	Disabled
2010	C	260	137.2852	-191.6534	C2010-2548	M3	12-Sep-10 4:50:00 PM	CF Primary SAR Air			Mechanical Failure	Disabled
2010	C	260	67.9829	-112.748	C2010-2561	M2	13-Sep-10 11:00:00 PM	CCG Air	Commercial	Tug	Injury	Medical
2010	C	260	70.461	-68.5589	C2010-2707	M3	29-Sep-10 10:00:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2010	C	260	70.461	-68.5589	C2010-2707	M3	29-Sep-10 10:00:00 PM	CF Primary SAR Air			Mechanical Failure	Disabled
2010	C	260	62.2421	-92.6028	C2010-2870	A4	22-Oct-10 9:11:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2010	C	260	68.7725	-81.2551	C2010-2913	A4	1-Nov-10 3:28:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2010	C	260	63.2798	-90.8414	C2010-2996	H2	17-Nov-10 8:20:00 PM	CF Primary SAR Air	Other	Missing Person	Weather	Missing Person(s)
2010	C	260	63.2798	-90.8414	C2010-2996	H2	17-Nov-10 8:20:00 PM	Casara			Weather	Missing Person(s)
2010	C	260	77.834	-90.206	C2010-3074	A4	17-Dec-10 9:59:00 AM		Other	Unknown	Unknown	Other
2010	C	260	68.8705	-82.2436	C2010-3087	H3	24-Dec-10 6:50:00 PM		Other	PLB Search	Out of Fuel	Disabled
2010	M	010	60.3516	-69.1133	M2010-0757	U4	2-Jun-10 12:23:00 PM	CF Primary SAR Air	Other	Unknown	Unknown	False Alarm
2010	M	010	66.2416	-67.4633	M2010-0790	A5	6-Jun-10 1:00:00 PM				Accidental Activation	False Alarm
2010	M	010	63.9716	-69.1516	M2010-0875	A5	17-Jun-10 12:15:00 PM				Unknown	Other
2010	M	010	59	-53	M2010-0918	A3	21-Jun-10 11:00:00 AM		Air	Multi-Engine Aircraft	Mechanical Failure	Airborne Emergency
2010	M	010	60.407	-57.855	M2010-0930	A5	22-Jun-10 7:01:00 PM		Other	Other	Unknown	Other
2010	M	010	60.9066	-63.3533	M2010-1019	M5	1-Jul-10 12:37:00 PM				Unknown	Other
2010	M	010	63.6866	-68.4	M2010-1115	M3	9-Jul-10 5:40:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2010	M	010	61.6346	-56.3008	M2010-1141	U4	12-Jul-10 11:02:00 AM		Air	Helicopter	Unknown	Other
2010	M	010	64.52	-75.2983	M2010-1177	A4	15-Jul-10 12:07:00 AM		Air	Helicopter	Unknown	False Alarm
2010	M	010	62.7116	-54.9783	M2010-1239	A5	19-Jul-10 9:46:00 AM		Other	Unknown	Unknown	False Alarm
2010	M	010	67.3216	-72.3883	M2010-1240	A5	19-Jul-10 9:44:00 AM		Other	Unknown	Unknown	False Alarm
2010	M	010	56.7833	-59.3416	M2010-1250	A5	20-Jul-10 12:45:00 PM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2010	M	010	64.285	-65.4416	M2010-1390	M5	1-Aug-10 7:55:00 AM		Other	Unknown	Unknown	False Alarm
2010	M	010	63.5916	-75.1233	M2010-1391	A5	1-Aug-10 3:27:00 PM				Accidental Activation	Other
2010	M	010	64.9916	-57.405	M2010-1484	M3	8-Aug-10 12:00:00 PM		Fishing	Fishing Vessel	Mechanical Failure	Disabled
2010	M	010	62.7433	-72.34	M2010-1499	A5	9-Aug-10 11:36:00 AM		Air	Helicopter	Unknown	Other
2010	M	010	63.985	-66.9466	M2010-1725	A5	27-Aug-10 5:47:00 AM				Unknown	Other
2010	M	010	58.7	-69.933	M2010-1858	M3	4-Sep-10 12:00:00 PM	CCG Marine (Non Sar)	Pleasure	Canoe	Failure to Report	Other
2010	M	010	176.1	-209.799	M2010-1858	M3	4-Sep-10 12:00:00 PM	CF Primary SAR Air			Failure to Report	Other
2010	M	010	176.1	-209.799	M2010-1858	M3	4-Sep-10 12:00:00 PM	Casara			Failure to Report	Other
2010	M	010	176.1	-209.799	M2010-1858	M3	4-Sep-10 12:00:00 PM	SAR Marine (CCG)			Failure to Report	Other
2010	M	010	64.4383	-59.1616	M2010-1911	M4	11-Sep-10 6:00:00 AM		Fishing	Fishing Vessel	Failure to Report	False Alarm
2010	M	010	66.4783	-66.5266	M2010-1965	H3	16-Sep-10 6:30:00 PM	CCGA	Other	Evacuation	Mechanical Failure	Stranded
2010	M	010	66.4783	-66.5266	M2010-1965	H3	16-Sep-10 6:30:00 PM		Pleasure	Motor Craft	Mechanical Failure	Stranded
2010	M	010	68.8466	-63.8516	M2010-2036	A5	23-Sep-10 6:38:00 AM				Unknown	False Alarm
2010	M	010	63.1555	-68.0865	M2010-2056	M4	21-Sep-10 12:00:00 PM	CCG Marine (Non Sar)	Pleasure	Canoe	Failure to Report	Other
2010	M	010	63.1555	-68.0865	M2010-2056	M4	21-Sep-10 12:00:00 PM	Casara			Failure to Report	Other
2010	M	010	62.5283	-66.45	M2010-2071	M5	26-Sep-10 2:40:00 PM				Unknown	False Alarm
2010	M	010	67.5416	-64.0316	M2010-2075	A4	26-Sep-10 7:00:00 PM		Air	Multi-Engine Aircraft	Unknown	Other
2010	M	010	72.6833	-78	M2010-2116	M4	1-Oct-10 9:53:00 PM		Government	Government Vessel	Accidental Activation	False Alarm
2010	M	010	61.2111	-69.1656	M2010-2132	M2	4-Oct-10 12:21:00 PM	CCG Marine (Non Sar)	Fishing	Fishing Vessel	Mechanical Failure	Disabled
2010	M	010	61.2111	-69.1656	M2010-2132	M2	4-Oct-10 12:21:00 PM	Provincial Vessel			Mechanical Failure	Disabled
2010	M	010	60.3966	-61.1066	M2010-2151	M5	7-Oct-10 10:16:00 AM		Commercial	Bulk Carrier	Accidental Activation	False Alarm
2010	M	010	69.8966	-76.485	M2010-2162	A5	9-Oct-10 1:04:00 PM				Unknown	False Alarm
2010	M	010	63.7116	-76.2483	M2010-2179	A5	11-Oct-10 10:05:00 AM		Air	Single Engine Aircraft	Unknown	False Alarm
2010	M	010	63.4116	-56.395	M2010-2232	U4	23-Oct-10 9:13:00 AM		Other	Unknown	Unknown	Other
2010	M	010	63.8066	-58.2566	M2010-2317	A5	5-Nov-10 10:00:00 AM		Air	Helicopter	Accidental Activation	False Alarm
2010	M	010	63.7333	-68.5148	M2010-2325	M1P	6-Nov-10 7:45:00 AM		Pleasure	Open Boat	Unknown	Crash
2010	M	010	54.4516	-5.42	M2010-2415	M5	20-Nov-10 10:23:00 AM		Fishing	Fishing Vessel	Accidental Activation	False Alarm
2010	M	010	61.6083	-56.9166	M2010-2434	A4	23-Nov-10 6:29:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	Other

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2010	M	010	64.5616	-62.6616	M2010-2561	A5	11-Dec-10 6:39:00 AM			Unknown	Other
2010	M	260	70.9478	-70.0805	M2010-1616	A1	16-Aug-10 8:09:00 PM	CCG Air	Air	Helicopter	Weather	Other
2010	M	260	354.739	-350.4025	M2010-1616	A1	16-Aug-10 8:09:00 PM	CCG Marine (Non Sar)			Weather	Other
2010	M	260	354.739	-350.4025	M2010-1616	A1	16-Aug-10 8:09:00 PM	CF Marine			Weather	Other
2010	M	260	354.739	-350.4025	M2010-1616	A1	16-Aug-10 8:09:00 PM	CF Primary SAR Air			Weather	Other
2010	M	260	354.739	-350.4025	M2010-1616	A1	16-Aug-10 8:09:00 PM	CF Secondary SAR Air			Weather	Other
2010	M	260	354.739	-350.4025	M2010-1616	A1	16-Aug-10 8:09:00 PM	Commercial Vessel			Weather	Other
2011	C	155	51.1503	-79.8811	C2011-0117	H1	10-Feb-11 6:00:00 PM	CF Primary SAR Air	Other	Missing Person	Navigational Error	Missing Person(s)
2011	C	155	62.2563	-75.5307	C2011-0746	M1	8-Jun-11 11:00:00 PM	CF Primary SAR Air	Pleasure	Open Boat	Unknown	Missing Person(s)
2011	C	155	124.5126	-151.0614	C2011-0746	M1	8-Jun-11 11:00:00 PM	Casara			Unknown	Missing Person(s)
2011	C	155	124.5126	-151.0614	C2011-0746	M1	8-Jun-11 11:00:00 PM	Commercial Aircraft			Unknown	Missing Person(s)
2011	C	155	62.7833	-74.375	C2011-0927	M1	26-Jun-11 4:59:00 PM	Commercial Aircraft	Commercial	Cargo Ship	Injury	Medical
2011	C	155	62.7833	-74.375	C2011-0927	M1	26-Jun-11 4:59:00 PM	Commercial Vessel			Injury	Medical
2011	C	155	63.127	-77.5976	C2011-1112	M2	7-Jul-11 12:30:00 AM	CCG Marine (Non Sar)	Pleasure	Open Boat	Unknown	Disabled
2011	C	155	63.127	-77.5976	C2011-1112	M2	7-Jul-11 12:30:00 AM	CF Marine			Unknown	Disabled
2011	C	155	62.7742	-92.0535	C2011-1263	M3	16-Jul-11 12:00:00 PM		Pleasure	Canoe	Weather	Other
2011	C	155	61.0816	-93.7568	C2011-1347	M3	19-Jul-11 5:30:00 AM	Pleasure Craft (Private)	Pleasure	Canoe	Out of Fuel	Disabled
2011	C	155	69.5171	-81.4413	C2011-1354	M2	18-Jul-11 2:05:00 PM	Commercial Aircraft	Pleasure	Motor Craft	Ice	Stranded
2011	C	155	69.5171	-81.4413	C2011-1354	M2	18-Jul-11 2:05:00 PM	Federal Aircraft (Other)			Ice	Stranded
2011	C	155	62.0515	-93.1353	C2011-1369	M3	20-Jul-11 2:50:00 AM		Pleasure	Motor Craft	Mechanical Failure	Disabled
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2011	C	155	51.269	-80.0613	C2011-1461	M3	24-Jul-11 12:00:00 AM	Provincial Aircraft			Mechanical Failure	Missing Person(s)
2011	C	155	62.2181	-92.5048	C2011-1733	M4	4-Aug-11 8:00:00 PM		Pleasure	Motor Craft	Failure to Report	False Alarm
2011	C	155	63.295	-84.6003	C2011-2087	M3	24-Aug-11 3:44:00 PM	Pleasure Craft (Private)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2011	C	155	68.2333	-81.8833	C2011-2318	M2	6-Sep-11 1:40:00 PM	CF Primary SAR Air	Pleasure	Open Boat	Weather	Other
2011	C	155	136.4666	-163.7666	C2011-2318	M2	6-Sep-11 1:40:00 PM	Commercial Aircraft			Weather	Other
2011	C	155	136.4666	-163.7666	C2011-2318	M2	6-Sep-11 1:40:00 PM	Other			Weather	Other
2011	C	155	68.7602	-81.2037	C2011-2507	M2	26-Sep-11 12:00:00 AM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Weather	Other
2011	C	155	343.801	-406.0185	C2011-2507	M2	26-Sep-11 12:00:00 AM	CF Primary SAR Air			Weather	Other
2011	C	155	343.801	-406.0185	C2011-2507	M2	26-Sep-11 12:00:00 AM	Commercial Aircraft			Weather	Other
2011	C	155	343.801	-406.0185	C2011-2507	M2	26-Sep-11 12:00:00 AM	Commercial Vessel			Weather	Other
2011	C	155	343.801	-406.0185	C2011-2507	M2	26-Sep-11 12:00:00 AM	Federal Aircraft (Other)			Weather	Other
2011	C	155	343.801	-406.0185	C2011-2507	M2	26-Sep-11 12:00:00 AM	Police (Ashore)			Weather	Other
2011	C	155	63.7675	-92.0283	C2011-2642	M3	11-Oct-11 4:00:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Weather	Missing Person(s)
2011	C	155	127.535	-184.0566	C2011-2642	M3	11-Oct-11 4:00:00 PM	CF Primary SAR Air			Weather	Missing Person(s)
2011	C	155	127.535	-184.0566	C2011-2642	M3	11-Oct-11 4:00:00 PM	Casara			Weather	Missing Person(s)
2011	C	155	62.7833	-92.1666	C2011-2680	M3	20-Oct-11 4:45:00 AM	CCGA	Pleasure	Open Boat	Out of Fuel	Disabled
2011	C	155	69.4808	-81.2158	C2011-2719	M1	26-Oct-11 11:00:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Weather	Stranded
2011	C	155	138.9616	-162.4316	C2011-2719	M1	26-Oct-11 11:00:00 PM	CF Primary SAR Air			Weather	Stranded
2011	C	155	138.9616	-162.4316	C2011-2719	M1	26-Oct-11 11:00:00 PM	Pleasure Craft (Private)			Weather	Stranded
2011	C	259	62.4533	-128.23	C2011-0143	A4	22-Feb-11 1:29:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2011	C	259	62.456	-114.35	C2011-0168	A4	2-Mar-11 2:35:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2011	C	259	65.01	-109.655	C2011-0191	A1	8-Mar-11 7:20:00 PM	CF Primary SAR Air	Air	Helicopter	Unknown	Crash
2011	C	259	65.01	-109.655	C2011-0191	A1	8-Mar-11 7:20:00 PM	CF Secondary SAR Air			Unknown	Crash
2011	C	259	61.7601	-121.236	C2011-0195	A4	9-Mar-11 4:00:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2011	C	259	60.8398	-115.782	C2011-0349	A4	19-Apr-11 9:16:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2011	C	259	62.4627	-114.44	C2011-0462	A4	10-May-11 7:36:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2011	C	259	60.493	-110.955	C2011-0467	A3	12-May-11 12:19:00 AM		Air	Single Engine Aircraft	Other	Crash
2011	C	259	61.863	-121.35	C2011-0657	A4	3-Jun-11 9:07:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2011	C	259	70.1249	-124.369	C2011-1818	M2	6-Aug-11 5:30:00 PM	Commercial Aircraft	Pleasure	Motor Craft	Unknown	Other
2011	C	259	70.1249	-124.369	C2011-1818	M2	6-Aug-11 5:30:00 PM	Pleasure Craft (Private)			Unknown	Other
2011	C	259	74.7188	-94.9186	C2011-2019	A1	20-Aug-11 5:15:00 PM	CCG Air	Air	Multi-Engine Aircraft	Unknown	Crash
2011	C	259	224.1564	-284.7558	C2011-2019	A1	20-Aug-11 5:15:00 PM	CCG Marine (Non Sar)			Unknown	Crash
2011	C	259	224.1564	-284.7558	C2011-2019	A1	20-Aug-11 5:15:00 PM	CF Primary SAR Air			Unknown	Crash
2011	C	259	224.1564	-284.7558	C2011-2019	A1	20-Aug-11 5:15:00 PM	CF Secondary SAR Air			Unknown	Crash
2011	C	259	64.1065	-111.249	C2011-2057	A4	22-Aug-11 6:45:00 AM		Air	Helicopter	Accidental Activation	False Alarm
2011	C	259	62.4628	-114.44	C2011-2203	A4	31-Aug-11 3:33:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2011	C	259	69.5725	-138.927	C2011-2222	M3	1-Sep-11 6:00:00 PM		Pleasure	Motor Craft	Mechanical Failure	Other
2011	C	259	60.0203	-111.961	C2011-2398	A4	12-Sep-11 8:05:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2011	C	259	62.4666	-114.35	C2011-2479	A1	22-Sep-11 7:20:00 PM		Air	Multi-Engine Aircraft	Unknown	Crash
2011	C	259	62.8016	-125.634	C2011-2485	A1	23-Sep-11 4:35:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Unknown	Crash
2011	C	259	125.6032	-251.268	C2011-2485	A1	23-Sep-11 4:35:00 PM	CF Secondary SAR Air			Unknown	Crash
2011	C	259	125.6032	-251.268	C2011-2485	A1	23-Sep-11 4:35:00 PM	Commercial Aircraft			Unknown	Crash
2011	C	259	62.4363	-111.605	C2011-2564	A1	4-Oct-11 7:00:00 PM				Unknown	Crash
2011	C	259	62.4628	-114.44	C2011-2704	A4	23-Oct-11 5:25:00 PM		Air	Helicopter	Lack of Knowledge	False Alarm
2011	C	259	62.4123	-110.671	C2011-2744	H4	1-Nov-11 11:05:00 PM	CF Primary SAR Air	Other	Marine - Inland Lake	Weather	Other
2011	C	259	62.4123	-110.671	C2011-2744	H4	1-Nov-11 11:05:00 PM	Casara	Pleasure	Motor Craft	Weather	Other
2011	C	260	69.383	-81.8	C2011-0022	A4	12-Jan-11 12:29:00 AM		Air	Multi-Engine Aircraft	Failure to Report	False Alarm
2011	C	260	63.7778	-83.7843	C2011-0032	H2	15-Jan-11 5:25:00 PM		Other	Missing Person	Unknown	Stranded
2011	C	260	69.01	-83.9883	C2011-0054	H3	23-Jan-11 5:42:00 PM		Other	Missing Person	Mechanical Failure	Other
2011	C	260	72.705	-79.5483	C2011-0122	H4	11-Feb-11 3:27:00 PM		Other	PLB Search	Unknown	False Alarm
2011	C	260	69.2166	-94.4083	C2011-0124	H2	11-Feb-11 10:35:00 PM		Other	PLB Search	Unknown	Missing Person(s)
2011	C	260	68.8616	-94.445	C2011-0140	H2	20-Feb-11 11:00:00 PM		Other	Evacuation	Lack of Knowledge	Stranded
2011	C	260	69.9716	-81.785	C2011-0144	H3	22-Feb-11 6:38:00 PM		Other	PLB Search	Unknown	Other
2011	C	260	69.0658	-90.652	C2011-0172	H1	2-Mar-11 3:07:00 PM		Other	PLB Search	Unknown	Other
2011	C	260	61.8728	-93.1836	C2011-0174	H2	1-Mar-11 7:00:00 PM	CF Primary SAR Air	Other	Missing Person	Mechanical Failure	Missing Person(s)
2011	C	260	66.75	-95.35	C2011-0799	A4	16-Jun-11 3:57:00 AM		Air	Helicopter	Other	False Alarm
2011	C	260	72.6833	-77.9666	C2011-0894	A4	24-Jun-11 6:49:00 PM		Air	Single Engine Aircraft	Failure to Report	False Alarm
2011	C	260	72.6755	-86.0838	C2011-1567	M1	28-Jul-11 3:00:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Unknown	Capsized
2011	C	260	218.0265	-258.2514	C2011-1567	M1	28-Jul-11 3:00:00 PM	CF Primary SAR Air			Unknown	Capsized
2011	C	260	218.0265	-258.2514	C2011-1567	M1	28-Jul-11 3:00:00 PM	Casara			Unknown	Capsized
2011	C	260	218.0265	-258.2514	C2011-1567	M1	28-Jul-11 3:00:00 PM	Commercial Aircraft			Unknown	Capsized
2011	C	260	68.7583	-100.518	C2011-1586	M3	30-Jul-11 5:30:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Ice	Stranded
2011	C	260	65.67	-107.881	C2011-1754	A1	5-Aug-11 7:20:00 PM		Air	Helicopter	Other	On Fire
2011	C	260	70.2921	-67.7691	C2011-1924	M3	14-Aug-11 3:20:00 PM	CF Marine	Pleasure	Motor Craft	Tides/Currents	Missing Person(s)
2011	C	260	70.2921	-67.7691	C2011-1924	M3	14-Aug-11 3:20:00 PM	Federal Aircraft (Other)			Tides/Currents	Missing Person(s)
2011	C	260	72.6963	-77.9419	C2011-1951	A4	16-Aug-11 1:15:00 PM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2011	C	260	68.0143	-115.089	C2011-1960	H2	16-Aug-11 11:15:00 PM		Other	Medevac	Injury	Medical

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2011	C	260	69.6983	-92.4566	C2011-1966	M3	14-Aug-11 8:00:00 PM	CCG Air	Pleasure	Motor Craft	Failure to Report	Other
2011	C	260	139.3966	-184.9132	C2011-1966	M3	14-Aug-11 8:00:00 PM	CCG Marine (Non Sar)			Failure to Report	Other
2011	C	260	139.3966	-184.9132	C2011-1966	M3	14-Aug-11 8:00:00 PM	CF Secondary SAR Air			Failure to Report	Other
2011	C	260	68.35	-133.72	C2011-1979	A1P	18-Aug-11 2:00:00 AM		Air	Multi-Engine Aircraft	Mechanical Failure	Airborne Emergency
2011	C	260	71.945	-72.12	C2011-2008	M4	19-Aug-11 9:00:00 PM		Pleasure	Open Boat	Unknown	Other
2011	C	260	72.7718	-77.4227	C2011-2073	M4	23-Aug-11 1:56:00 AM		Pleasure	Sail Craft	Mistaken Belief	False Alarm
2011	C	260	69.568	-94.7916	C2011-2086	M3	24-Aug-11 7:45:00 AM	CCG Air	Pleasure	Open Boat	Unknown	Disabled
2011	C	260	208.704	-284.3748	C2011-2086	M3	24-Aug-11 7:45:00 AM	CCG Marine (Non Sar)			Unknown	Disabled
2011	C	260	208.704	-284.3748	C2011-2086	M3	24-Aug-11 7:45:00 AM	CF Primary SAR Air			Unknown	Disabled
2011	C	260	208.704	-284.3748	C2011-2086	M3	24-Aug-11 7:45:00 AM	Pleasure Craft (Private)			Unknown	Disabled
2011	C	260	69.165	-94.2983	C2011-2178	M3	27-Aug-11 11:59:00 PM	CF Primary SAR Air	Pleasure	Canoe	Weather	Stranded
2011	C	260	62.921	-82.435	C2011-2277	M3	4-Sep-11 3:20:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Weather	Stranded
2011	C	260	69.4266	-93.6065	C2011-2282	M2	4-Sep-11 6:10:00 PM	CCG Air	Pleasure	Motor Craft	Out of Fuel	Missing Person(s)
2011	C	260	138.8532	-187.213	C2011-2282	M2	4-Sep-11 6:10:00 PM	CCG Marine (Non Sar)			Out of Fuel	Missing Person(s)
2011	C	260	138.8532	-187.213	C2011-2282	M2	4-Sep-11 6:10:00 PM	CF Primary SAR Air			Out of Fuel	Missing Person(s)
2011	C	260	72.8833	-78.3666	C2011-2355	M3	9-Sep-11 10:50:00 PM	CCG Air	Pleasure	Motor Craft	Unknown	Other
2011	C	260	218.6499	-235.0998	C2011-2355	M3	9-Sep-11 10:50:00 PM	CCG Marine (Non Sar)			Unknown	Other
2011	C	260	218.6499	-235.0998	C2011-2355	M3	9-Sep-11 10:50:00 PM	CF Primary SAR Air			Unknown	Other
2011	C	260	218.6499	-235.0998	C2011-2355	M3	9-Sep-11 10:50:00 PM	Pleasure Craft (Private)			Unknown	Other
2011	C	260	82.5177	-62.2805	C2011-2748	H3	2-Nov-11 2:00:00 PM	CF Primary SAR Air	Other	Medevac	Injury	Medical
[illegible]							[illegible]					
2011	M	010	56.7783	-133.015	M2011-0095	M5	27-Jan-11 12:43:00 AM				Unknown	False Alarm
2011	M	010	48.8333	-70.6499	M2011-0333	A5	30-Mar-11 12:18:00 PM		Other	Unknown	Accidental Activation	Other
2011	M	010	55.7666	-97.8833	M2011-0722	A4	3-Jun-11 11:48:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	Other
2011	M	010	50.5816	9.0417	M2011-0777	A5	10-Jun-11 10:47:00 AM		Air	Single Engine Aircraft	Unknown	False Alarm
2011	M	010	61.2	-64.7833	M2011-0838	M1	16-Jun-11 7:30:00 PM	CF Primary SAR Air	Fishing	Fishing Vessel	Illness	Medical
2011	M	010	63.7563	-68.5558	M2011-0886	A3	22-Jun-11 6:28:00 PM		Air	Multi-Engine Aircraft	Unknown	Airborne Emergency
2011	M	010	60.98	-60.145	M2011-0891	M3	23-Jun-11 2:40:00 AM	CF Primary SAR Air	Fishing	Fishing Vessel	Illness	Medical
2011	M	010	62.0583	-68.9316	M2011-0936	A4	26-Jun-11 7:45:00 PM		Other	Other	Accidental Activation	False Alarm
2011	M	010	46.5833	-9.4817	M2011-1096	A5	11-Jul-11 11:47:00 AM				Unknown	False Alarm
2011	M	010	63.541	-68.0403	M2011-1113	M2	12-Jul-11 3:45:00 PM	CCG Air	Pleasure	Canoe	Navigational Error	Medical
2011	M	010	127.082	-136.0806	M2011-1113	M2	12-Jul-11 3:45:00 PM	CCG Marine (Non Sar)			Navigational Error	Medical
2011	M	010	127.082	-136.0806	M2011-1113	M2	12-Jul-11 3:45:00 PM	Federal Vessel (Other)			Navigational Error	Medical
2011	M	010	54.885	-104.62	M2011-1151	A4	16-Jul-11 5:37:00 PM		Air	Helicopter	Accidental Activation	Other
2011	M	010	61.2166	-64.3666	M2011-1310	M4	29-Jul-11 4:00:00 PM		Fishing	Fishing Vessel	Failure to Report	False Alarm
2011	M	010	63.2217	-66.9633	M2011-1734	H3	3-Sep-11 11:00:00 PM		Pleasure	Canoe	Weather	Stranded
2011	M	010	66.152	-65.7211	M2011-2092	M1P	21-Oct-11 5:00:00 AM	CCGA	Pleasure	Canoe	Suspected Drug/Alcohol	Man Overboard
2011	M	010	66.3635	-66.8674	M2011-2147	M3	31-Oct-11 10:00:00 PM	CCGA	Pleasure	Open Boat	Mechanical Failure	Disabled
2011	M	010	63.754	-68.5536	M2011-2204	A3	10-Nov-11 4:28:00 PM		Air	Multi-Engine Aircraft	Mechanical Failure	Airborne Emergency
2011	M	010	56.2	-58.35	M2011-2460	M3	24-Dec-11 5:29:00 PM		Fishing	Fishing Vessel	Hull/Rigging Failure	On Fire
2012	C	155	69.3998	-80.936	C2012-0185	H1	4-Mar-12 1:50:00 PM		Other	Missing Person	Ice	Stranded
2012	C	155	62.1253	-92.4536	C2012-0763	M2	6-Jun-12 3:00:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Out of Fuel	Other
2012	C	155	62.1253	-92.4536	C2012-0763	M2	6-Jun-12 3:00:00 AM	Casara			Out of Fuel	Other
2012	C	155	62.806	-90.9561	C2012-0843	M3	13-Jun-12 12:01:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Weather	Other
2012	C	155	62.806	-90.9561	C2012-0843	M3	13-Jun-12 12:01:00 AM	Casara			Weather	Other
2012	C	155	51.2766	-79.9947	C2012-0848	M1	13-Jun-12 11:32:00 AM	CF Primary SAR Air	Pleasure	Kayak	Weather	Stranded
2012	C	155	51.2766	-79.9947	C2012-0848	M1	13-Jun-12 11:32:00 AM	Other			Weather	Stranded
2012	C	155	57.1466	-92.5025	C2012-1402	M1	9-Jul-12 7:00:00 PM		Pleasure	Open Boat	Navigational Error	Stranded
2012	C	155	61.832	-93.0064	C2012-1585	M4	22-Jul-12 10:00:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Weather	Other
2012	C	155	62.736	-92.3186	C2012-1608	M2	25-Jul-12 12:00:00 AM	CCGA	Pleasure	Motor Craft	Mechanical Failure	Stranded
2012	C	155	62.4413	-92.0511	C2012-1646	M2	28-Jul-12 2:00:00 AM	CCGA	Pleasure	Motor Craft	Poor Maintenance	Other
2012	C	155	62.5235	-91.9691	C2012-1745	M3	2-Aug-12 4:00:00 AM	CCGA	Pleasure	Motor Craft	Out of Fuel	Disabled
2012	C	155	62.5235	-91.9691	C2012-1745	M3	2-Aug-12 4:00:00 AM	Pleasure Craft (Private)			Out of Fuel	Disabled
2012	C	155	68.5883	-81.3366	C2012-1905	M3	8-Aug-12 6:00:00 AM	Pleasure Craft (Private)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2012	C	155	62.8037	-91.2509	C2012-2046	M3	17-Aug-12 1:00:00 AM		Pleasure	Motor Craft	Mechanical Failure	Other
2012	C	155	63.3217	-83.155	C2012-2126	M2	20-Aug-12 7:00:00 PM	CF Marine	Pleasure	Motor Craft	Electrical Failure	Taking on Water
2012	C	155	253.2868	-332.62	C2012-2126	M2	20-Aug-12 7:00:00 PM	CF Primary SAR Air			Electrical Failure	Taking on Water
2012	C	155	253.2868	-332.62	C2012-2126	M2	20-Aug-12 7:00:00 PM	CF Secondary SAR Air			Electrical Failure	Taking on Water
2012	C	155	253.2868	-332.62	C2012-2126	M2	20-Aug-12 7:00:00 PM	Commercial Vessel			Electrical Failure	Taking on Water
2012	C	155	253.2868	-332.62	C2012-2126	M2	20-Aug-12 7:00:00 PM	Pleasure Craft (Private)			Electrical Failure	Taking on Water
2012	C	155	62.4241	-92.0403	C2012-2178	M3	23-Aug-12 11:15:00 PM	CCGA	Pleasure	Motor Craft	Mechanical Failure	Other
2012	C	155	59.714	-77.6536	C2012-2277	M1	28-Aug-12 1:45:00 AM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Weather	Capsized
2012	C	155	119.428	-155.3072	C2012-2277	M1	28-Aug-12 1:45:00 AM	CF Primary SAR Air			Weather	Capsized
2012	C	155	119.428	-155.3072	C2012-2277	M1	28-Aug-12 1:45:00 AM	Provincial Vessel			Weather	Capsized
2012	C	155	62.7516	-91.2169	C2012-2287	M3	28-Aug-12 11:00:00 PM	CCGA	Pleasure	Motor Craft	Mechanical Failure	Disabled
2012	C	155	68.9761	-81.1355	C2012-2460	M3	6-Sep-12 5:14:00 PM		Pleasure	Motor Craft	Mechanical Failure	Other
2012	C	155	63.3898	-82.3253	C2012-2479	M3	8-Sep-12 6:10:00 PM	CCG Air	Pleasure	Motor Craft	Ice	Other
2012	C	155	190.1694	-246.9759	C2012-2479	M3	8-Sep-12 6:10:00 PM	CCG Marine (Non Sar)			Ice	Other
2012	C	155	190.1694	-246.9759	C2012-2479	M3	8-Sep-12 6:10:00 PM	CF Primary SAR Air			Ice	Other
2012	C	155	190.1694	-246.9759	C2012-2479	M3	8-Sep-12 6:10:00 PM	Pleasure Craft (Private)			Ice	Other
2012	C	155	58.3896	-78.1915	C2012-2517	M3	12-Sep-12 5:35:00 AM	Commercial Vessel	Other	Unknown	Out of Fuel	Disabled
2012	C	155	67.975	-81.925	C2012-2584	M3	19-Sep-12 8:00:00 PM	Pleasure Craft (Private)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2012	C	155	61.1601	-93.8564	C2012-2608	M3	22-Sep-12 6:30:00 PM		Pleasure	Motor Craft	Mechanical Failure	Disabled
2012	C	155	62.1525	-92.7983	C2012-2611	M3	22-Sep-12 8:30:00 PM	Pleasure Craft (Private)	Pleasure	Motor Craft	Collision with Object	Disabled
2012	C	155	62.377	-92.0728	C2012-2616	M3	23-Sep-12 2:30:00 AM	Pleasure Craft (Private)	Pleasure	Motor Craft	Oil Rig Evacuation Alert	Disabled
2012	C	155	56.15	-78.9181	C2012-2617	M3	23-Sep-12 12:00:00 AM	CCG Marine (Non Sar)	Pleasure	Canoe	Weather	Other
2012	C	155	56.15	-78.9181	C2012-2617	M3	23-Sep-12 12:00:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Weather	Other
2012	C	155	56.15	-78.9181	C2012-2617	M3	23-Sep-12 12:00:00 AM	Police (Ashore)			Weather	Other
2012	C	155	61.7416	-71.9625	C2012-2678	M4	1-Oct-12 12:50:00 AM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Lack of Knowledge	False Alarm
2012	C	155	52.235	-81.595	C2012-2783	H2	20-Oct-12 12:00:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Unknown	Other
2012	C	155	52.235	-81.595	C2012-2783	H2	20-Oct-12 12:00:00 AM	Other			Unknown	Other
2012	C	259	62.4523	-114.45	C2012-0131	A2	14-Feb-12 2:53:00 AM		Air	Helicopter	Collision with Object	Other
2012	C	259	65.2821	-126.794	C2012-0353	A4	19-Apr-12 6:05:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2012	C	259	68.3041	-133.482	C2012-0556	A4	19-May-12 8:30:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2012	C	259	61.7561	-121.235	C2012-0677	A4	29-May-12 4:42:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2012	C	259	62.455	-114.426	C2012-0707	A4	1-Jun-12 7:18:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2012	C	259	60.1833	-105.883	C2012-0961	A4	22-Jun-12 7:05:00 PM		Air	Single Engine Aircraft	Failure to Report	False Alarm
2012	C	259	61.7603	-121.236	C2012-1405	A4	15-Jul-12 8:30:00 PM		Air	Helicopter	Failure to Report	False Alarm

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2012	C	259	62.4628	-114.44	C2012-1424	A4	16-Jul-12 9:50:00 PM	Air	Single Engine Aircraft	Other	False Alarm
2012	C	259	65.1511	-126.303	C2012-1911	A3	8-Aug-12 6:53:00 PM CF Primary SAR Air	Air	Helicopter	Collision with Object	Crash
2012	C	259	70.1511	-116.63	C2012-1928	M2	9-Aug-12 4:30:00 PM Commercial Aircraft	Pleasure	Motor Craft	Weather	Stranded
2012	C	259	70.4343	-135.318	C2012-2049	M1	13-Aug-12 11:20:00 AM CCG Marine (Non Sar)	Pleasure	Motor Craft	Out of Fuel	Other
2012	C	259	281.7372	-541.272	C2012-2049	M1	13-Aug-12 11:20:00 AM CF Primary SAR Air			Out of Fuel	Other
2012	C	259	281.7372	-541.272	C2012-2049	M1	13-Aug-12 11:20:00 AM CF Secondary SAR Air			Out of Fuel	Other
2012	C	259	281.7372	-541.272	C2012-2049	M1	13-Aug-12 11:20:00 AM Casara			Out of Fuel	Other
2012	C	259	281.7372	-541.272	C2012-2049	M1	13-Aug-12 11:20:00 AM Commercial Vessel			Out of Fuel	Other
2012	C	259	67.7333	-136.033	C2012-2176	A1P	23-Aug-12 10:14:00 PM	Air	Multi-Engine Aircraft	Air Other Mechan. Fail	Crash
2012	C	259	68.35	-133.72	C2012-2465	A4	7-Sep-12 5:56:00 PM	Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2012	C	259	62.572	-113.953	C2012-2512	A3	11-Sep-12 9:41:00 PM	Air	Single Engine Aircraft	Weather	Forced Landing
2012	C	259	62.4628	-114.44	C2012-2519	A4	12-Sep-12 2:24:00 PM	Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2012	C	259	62.479	-114.449	C2012-2679	A4	1-Oct-12 2:06:00 AM	Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2012	C	259	69.5728	-138.965	C2012-2749	M4	14-Oct-12 10:00:00 PM	Commercial	Tug	Failure to Report	Other
2012	C	259	64.8743	-125.6	C2012-2843	A4	30-Oct-12 10:07:00 PM	Air	Helicopter	Accidental Activation	False Alarm
2012	C	260	64.1935	-83.3372	C2012-0110	A4	6-Feb-12 11:00:00 AM	Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2012	C	260	68.6355	-95.8497	C2012-0204	A4	14-Mar-12 4:45:00 AM	Air	Multi-Engine Aircraft	Other	False Alarm
2012	C	260	82.4998	-62.3633	C2012-0345	A4	17-Apr-12 10:07:00 AM	Air	Multi-Engine Aircraft	Failure to Report	False Alarm
2012	C	260	61.5865	-71.9243	C2012-0551	A4	19-May-12 2:06:00 PM CF Primary SAR Air	Air	Helicopter	Mistaken Belief	False Alarm
2012	C	260	60.815	-115.8	C2012-0617	A4	23-May-12 7:55:00 PM	Air	Single Engine Aircraft	Accidental Activation	False Alarm
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2012	C	260	72.4681	-78.5458	C2012-1649	M3	28-Jul-12 4:00:00 AM Pleasure Craft (Private)			Weather	Missing Person(s)
2012	C	260	64.2976	-96.0809	C2012-1659	A4	29-Jul-12 12:32:00 AM	Air	Helicopter	Mechanical Failure	False Alarm
2012	C	260	73.0175	-85.118	C2012-1691	M3	30-Jul-12 12:01:00 AM CF Primary SAR Air	Pleasure	Motor Craft	Weather	Other
2012	C	260	146.035	-170.236	C2012-1691	M3	30-Jul-12 12:01:00 AM Commercial Aircraft			Weather	Other
2012	C	260	146.035	-170.236	C2012-1691	M3	30-Jul-12 12:01:00 AM Federal Aircraft (Other)			Weather	Other
2012	C	260	63.9333	-93.6	C2012-1760	M4	2-Aug-12 3:40:00 PM	Commercial	Tanker	Unknown	Other
2012	C	260	65.6183	-112.826	C2012-1836	A4	5-Aug-12 9:50:00 PM	Air	Helicopter	Accidental Activation	False Alarm
2012	C	260	72.7609	-79.539	C2012-2127	M1	19-Aug-12 11:00:00 PM	Pleasure	Motor Craft	Weather	Capsized
2012	C	260	82.499	-62.346	C2012-2144	H1	21-Aug-12 9:10:00 PM CF Primary SAR Air	Other	Medevac	Injury	Medical
2012	C	260	66.1666	-104.466	C2012-2189	A4	24-Aug-12 4:16:00 PM	Air	Helicopter	Accidental Activation	Airborne Emergency
2012	C	260	67.517	-95.2898	C2012-2230	M3	25-Aug-12 10:50:00 PM Pleasure Craft (Private)	Pleasure	Motor Craft	Unknown	Other
2012	C	260	67.2541	-95.3133	C2012-2246	M3	26-Aug-12 6:20:00 PM Pleasure Craft (Private)	Pleasure	Motor Craft	Mechanical Failure	Stranded
2012	C	260	72.68	-86.691	C2012-2448	M2	5-Sep-12 2:00:00 PM CCG Marine (Non Sar)	Pleasure	Motor Craft	Weather	Stranded
2012	C	260	72.5333	-90.4666	C2012-2508	M2	11-Sep-12 12:00:00 PM CCG Air	Government	Government Vessel	Illness	Medical
2012	C	260	72.5333	-90.4666	C2012-2508	M2	11-Sep-12 12:00:00 PM CCG Marine (Non Sar)			Illness	Medical
2012	C	260	66.333	-86	C2012-2951	A4	28-Nov-12 9:47:00 PM	Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2012	M	010	55.2166	-9.2667	M2012-0331	H5	20-Mar-12 12:42:00 PM			Unknown	Other
2012	M	010	63.7566	-68.6433	M2012-0576	U4	1-May-12 8:55:00 PM	Other	Other	Unknown	Other
2012	M	010	61.7383	-60.5483	M2012-0977	M4	11-Jun-12 12:28:00 AM	Fishing	Fishing Vessel	Failure to Report	False Alarm
2012	M	010	63.9666	-58.6833	M2012-1320	M1	9-Jul-12 5:00:00 PM	Fishing	Fishing Vessel	Unknown	Medical
2012	M	010	58.6783	-65.9466	M2012-1331	M4	10-Jul-12 5:30:00 PM CCG Marine (Non Sar)	Pleasure	Canoe	Weather	False Alarm
2012	M	010	176.0349	-197.8398	M2012-1331	M4	10-Jul-12 5:30:00 PM CF Primary SAR Air			Weather	False Alarm
2012	M	010	176.0349	-197.8398	M2012-1331	M4	10-Jul-12 5:30:00 PM Casara			Weather	False Alarm
2012	M	010	176.0349	-197.8398	M2012-1331	M4	10-Jul-12 5:30:00 PM Other			Weather	False Alarm
2012	M	010	61.9	-64.35	M2012-1510	M3	23-Jul-12 3:50:00 PM CCG Marine (Non Sar)	Commercial	Cargo Ship	Illness	Medical
2012	M	010	61.1	-65.45	M2012-1535	M4	24-Jul-12 10:00:00 PM	Commercial	Tanker	Failure to Report	False Alarm
2012	M	010	63.55	-58.15	M2012-1681	M3	5-Aug-12 2:40:00 AM	Fishing	Fishing Vessel	Mechanical Failure	Disabled
2012	M	010	64.2177	-76.4487	M2012-1721	M3	3-Aug-12 1:00:00 PM CCG Marine (Non Sar)	Pleasure	Motor Craft	Unknown	Missing Person(s)
2012	M	010	128.4354	-152.8974	M2012-1721	M3	3-Aug-12 1:00:00 PM CF Primary SAR Air			Unknown	Missing Person(s)
2012	M	010	128.4354	-152.8974	M2012-1721	M3	3-Aug-12 1:00:00 PM Federal Aircraft (Other)			Unknown	Missing Person(s)
2012	M	010	64.49	-60.9216	M2012-1766	M1	10-Aug-12 12:44:00 PM CCG Marine (Non Sar)	Commercial	Cargo Ship	Illness	Medical
2012	M	010	64.49	-60.9216	M2012-1766	M1	10-Aug-12 12:44:00 PM CF Primary SAR Air			Illness	Medical
2012	M	010	64.0705	-76.662	M2012-1956	M1P	26-Aug-12 5:00:00 PM	Pleasure	Motor Craft	Collision with Object	Foundered
2012	M	010	65.3166	-75.8333	M2012-2057	M1	2-Sep-12 5:12:00 PM CCG Marine (Non Sar)	Pleasure	Motor Craft	Weather	Other
2012	M	010	130.6332	-151.6666	M2012-2057	M1	2-Sep-12 5:12:00 PM CF Primary SAR Air			Weather	Other
2012	M	010	130.6332	-151.6666	M2012-2057	M1	2-Sep-12 5:12:00 PM Federal Aircraft (Other)			Weather	Other
2012	M	010	59.8025	-65.3856	M2012-2110	M1	5-Sep-12 12:00:00 PM CF Primary SAR Air	Pleasure	Canoe	Unknown	Capsized
2012	M	010	59.8025	-65.3856	M2012-2110	M1	5-Sep-12 12:00:00 PM Private Aircraft			Unknown	Capsized
2012	M	010	59.0495	-65.6861	M2012-2157	M4	9-Sep-12 8:00:00 PM	Pleasure	Open Boat	Failure to Report	False Alarm
2012	M	010	62.515	-60.8583	M2012-2256	M3	21-Sep-12 10:40:00 AM CCG Marine (Non Sar)	Fishing	Fishing Vessel	Mechanical Failure	Disabled
2012	M	010	62.7503	-69.9631	M2012-2279	M3	23-Sep-12 2:10:00 PM CCG Marine (Non Sar)	Pleasure	Open Boat	Failure to Report	Other
2012	M	010	62.7503	-69.9631	M2012-2279	M3	23-Sep-12 2:10:00 PM CF Primary SAR Air			Failure to Report	Other
2012	M	010	63.736	-68.5137	M2012-2314	M4	28-Sep-12 2:14:00 AM	Pleasure	Motor Craft	Failure to Report	False Alarm
2012	M	010	63.1833	-60.1333	M2012-2482	M3	20-Oct-12 6:29:00 PM CCG Marine (Non Sar)	Fishing	Fishing Vessel	Mechanical Failure	Disabled
2012	M	010	51.7216	-1.97	M2012-2601	M5	6-Nov-12 7:54:00 AM			Unknown	False Alarm
2012	M	010	65.8666	-64.5666	M2012-2650	A3	14-Nov-12 12:20:00 PM CCG Marine (Non Sar)	Air	Multi-Engine Aircraft	Aircraft Engine Failure	Airborne Emergency
2012	M	010	65.8666	-64.5666	M2012-2650	A3	14-Nov-12 12:20:00 PM CF Primary SAR Air			Aircraft Engine Failure	Airborne Emergency
2012	M	260	74.4441	-86.5098	M2012-2002	M4	29-Aug-12 4:00:00 PM	Government	Government Vessel	Lack of Knowledge	Other
2013	C	010	58.883	-50.8831	C2013-0592	A4	25-Jun-13 6:41:00 PM	Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2013	C	155	61.15	-93.8083	C2013-0019	M1	8-Jan-13 10:00:00 PM CF Primary SAR Air	Pleasure	Open Boat	Bad Condition(Negligence)	Stranded
2013	C	155	122.3	-187.6166	C2013-0019	M1	8-Jan-13 10:00:00 PM CF Secondary SAR Air			Bad Condition(Negligence)	Stranded
2013	C	155	122.3	-187.6166	C2013-0019	M1	8-Jan-13 10:00:00 PM Commercial Aircraft			Bad Condition(Negligence)	Stranded
2013	C	155	61.15	-93.8083	C2013-0023	A1	9-Jan-13 8:30:00 PM	Air	Single Engine Aircraft	Other	Crash
2013	C	155	63.5043	-90.6696	C2013-1173	M3	28-Jul-13 7:00:00 PM Pleasure Craft (Private)	Pleasure	Motor Craft	Unknown	Disabled
2013	C	155	62.2015	-75.7038	C2013-1533	M1	19-Aug-13 10:00:00 PM	Commercial	Tanker	Illness	Medical
2013	C	155	69.6549	-82.3437	C2013-1604	M2	19-Aug-13 10:00:00 AM CCG Marine (Non Sar)	Pleasure	Motor Craft	Unknown	Other
2013	C	155	208.9647	-247.0311	C2013-1604	M2	19-Aug-13 10:00:00 AM CF Primary SAR Air			Unknown	Other
2013	C	155	208.9647	-247.0311	C2013-1604	M2	19-Aug-13 10:00:00 AM Federal Aircraft (Other)			Unknown	Other
2013	C	155	208.9647	-247.0311	C2013-1604	M2	19-Aug-13 10:00:00 AM Pleasure Craft (Private)			Unknown	Other
2013	C	155	62.838	-92.4028	C2013-1662	M3	27-Aug-13 11:30:00 PM	Pleasure	Canoe	Lack of Knowledge	Other
2013	C	155	63.0218	-82.6256	C2013-1713	M3	1-Sep-13 5:10:00 AM	Pleasure	Motor Craft	Hull/Rigging Failure	Disabled
2013	C	155	66.5758	-85.435	C2013-1771	M3	4-Sep-13 12:00:00 AM CF Primary SAR Air	Pleasure	Motor Craft	Unknown	Other
2013	C	155	66.5758	-85.435	C2013-1771	M3	4-Sep-13 12:00:00 AM Pleasure Craft (Private)			Unknown	Other
2013	C	155	56.5165	-79.284	C2013-1806	A4	8-Sep-13 2:16:00 PM	Air	Helicopter	Accidental Activation	False Alarm
2013	C	155	62.2583	-75.7033	C2013-1867	M4	14-Sep-13 11:48:00 PM CF Primary SAR Air	Government	Government Vessel	Lack of Knowledge	False Alarm
2013	C	155	58.3023	-88.7545	C2013-1942	A1	25-Sep-13 4:15:00 PM CF Primary SAR Air	Air	Single Engine Aircraft	Suicide or Attempt	Airborne Emergency
2013	C	155	116.6046	-177.509	C2013-1942	A1	25-Sep-13 4:15:00 PM Commercial Vessel			Suicide or Attempt	Airborne Emergency

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2013	C	155	116.6046	-177.509	C2013-1942	A1	25-Sep-13 4:15:00 PM	Federal Aircraft (Other)			Suicide or Attempt	Airborne Emergency
2013	C	155	61.4088	-93.7286	C2013-8278	H3	27-Apr-13 9:44:00 AM		Other	Assist Police	Mechanical Failure	Stranded
2013	C	259	65.2816	-126.798	C2013-0039	A4	14-Jan-13 5:14:00 PM		Air	Helicopter	Other	False Alarm
2013	C	259	62.4628	-114.44	C2013-0241	A4	25-May-13 3:27:00 AM		Air	Single Engine Aircraft	Mechanical Failure	False Alarm
2013	C	259	60.8395	-115.783	C2013-0414	A4	11-Jun-13 6:22:00 PM	CCG Marine (Non Sar)	Air	Single Engine Aircraft	Electrical Failure	False Alarm
2013	C	259	121.679	-231.566	C2013-0414	A4	11-Jun-13 6:22:00 PM	CCGA			Electrical Failure	False Alarm
2013	C	259	121.679	-231.566	C2013-0414	A4	11-Jun-13 6:22:00 PM	Casara			Electrical Failure	False Alarm
2013	C	259	61.5913	-110.752	C2013-0698	A4	1-Jul-13 7:37:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Failure to Report	False Alarm
2013	C	259	61.5913	-110.752	C2013-0698	A4	1-Jul-13 7:37:00 PM	Casara			Failure to Report	False Alarm
2013	C	259	60.852	-115.73	C2013-1044	A4	22-Jul-13 8:46:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2013	C	259	68.3173	-133.544	C2013-1108	A4	26-Jul-13 2:12:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2013	C	259	74.5553	-94.705	C2013-1178	A4	29-Jul-13 8:51:00 PM		Other	Unknown	Other	False Alarm
2013	C	259	63.5988	-104.407	C2013-1409	H3	14-Aug-13 3:00:00 PM		Other	Missing Person	Other	Missing Person(s)
2013	C	259	69.3883	-133.386	C2013-1452	M3	16-Aug-13 1:00:00 AM		Pleasure	Motor Craft	Navigational Error	Stranded
2013	C	259	62.4516	-114.558	C2013-1520	A4	19-Aug-13 4:05:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2013	C	259	62.4628	-114.44	C2013-1549	A1P	19-Aug-13 11:19:00 PM		Air	Multi-Engine Aircraft	Mechanical Failure	Crash
2013	C	259	60.2451	-106.322	C2013-1580	A1	22-Aug-13 11:50:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Unknown	Crash
2013	C	259	60.8433	-115.766	C2013-2329	A4	6-Dec-13 1:44:00 PM		Air	Single Engine Aircraft	Mechanical Failure	False Alarm
2013	C	260	64.2993	-96.0839	C2013-0037	A4	14-Jan-13 3:30:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2013	C	260	64.3221	-96.0931	C2013-0109	A4	8-Feb-13 2:18:00 AM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
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2013	C	260	73.5217	-84.2767	C2013-0590	H1	25-Jun-13 10:59:00 AM	CF Secondary SAR Air			Ice	Stranded
2013	C	260	68.6101	-96.9571	C2013-0624	A4	28-Jun-13 3:48:00 PM		Air	Helicopter	Other	False Alarm
2013	C	260	72.7525	-76.829	C2013-0666	H1	30-Jun-13 4:00:00 PM	CF Primary SAR Air	Other	Evacuation	Ice	Stranded
2013	C	260	72.7525	-76.829	C2013-0666	H1	30-Jun-13 4:00:00 PM	CF Secondary SAR Air			Ice	Stranded
2013	C	260	63.4246	-100.754	C2013-1182	H1	30-Jul-13 4:00:00 AM	CF Primary SAR Air	Other	Assist Police	Unknown	Missing Person(s)
2013	C	260	72.686	-78.1816	C2013-1223	M3	2-Aug-13 2:00:00 AM	CCG Air	Pleasure	Motor Craft	Unknown	Other
2013	C	260	72.686	-78.1816	C2013-1223	M3	2-Aug-13 2:00:00 AM	CCG Marine (Non Sar)			Unknown	Other
2013	C	260	72.7666	-77.55	C2013-1323	M3	7-Aug-13 4:00:00 AM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Electrical Failure	Other
2013	C	260	145.5332	-155.1	C2013-1323	M3	7-Aug-13 4:00:00 AM	CF Primary SAR Air			Electrical Failure	Other
2013	C	260	145.5332	-155.1	C2013-1323	M3	7-Aug-13 4:00:00 AM	Pleasure Craft (Private)			Electrical Failure	Other
2013	C	260	66.9615	-84.5023	C2013-1376	M3	11-Aug-13 7:40:00 PM	Commercial Aircraft	Pleasure	Open Boat	Ice	Stranded
2013	C	260	68.6496	-101.773	C2013-1504	M4	18-Aug-13 8:12:00 PM	CCG Marine (Non Sar)	Pleasure	Personal Watercraft	Accidental Activation	Other
2013	C	260	72.6953	-78.0033	C2013-1555	M2	21-Aug-13 1:00:00 PM	Other	Commercial	Cruise Ship	Illness	Other
2013	C	260	72.4813	-79.757	C2013-1575	M3	21-Aug-13 4:00:00 PM	CF Marine	Pleasure	Motor Craft	Electrical Failure	Other
2013	C	260	217.4439	-239.271	C2013-1575	M3	21-Aug-13 4:00:00 PM	CF Primary SAR Air			Electrical Failure	Other
2013	C	260	217.4439	-239.271	C2013-1575	M3	21-Aug-13 4:00:00 PM	Federal Aircraft (Other)			Electrical Failure	Other
2013	C	260	217.4439	-239.271	C2013-1575	M3	21-Aug-13 4:00:00 PM	Federal Vessel (Other)			Electrical Failure	Other
2013	C	260	68.6276	-95.8619	C2013-1734	H4	2-Sep-13 4:45:00 AM		Other	PLB Search	Unknown	False Alarm
2013	C	260	71.7833	-95.65	C2013-1737	M2	2-Sep-13 12:00:00 PM	CCG Marine (Non Sar)	Pleasure	Personal Watercraft	Weather	Stranded
2013	C	260	67.093	-115.735	C2013-1809	A4	8-Sep-13 5:07:00 PM		Air	Single Engine Aircraft	Unknown	False Alarm
2013	C	260	74.536	-87.3073	C2013-1823	M4	9-Sep-13 1:30:00 AM		Pleasure	Motor Craft	Failure to Report	False Alarm
2013	C	260	72.0153	-94.227	C2013-1842	M3	11-Sep-13 2:00:00 PM		Pleasure	Sail Craft	Navigational Error	Disabled
2013	C	260	72.989	-85.1444	C2013-1889	M3	17-Sep-13 7:00:00 PM	CCG Marine (Non Sar)	Pleasure	Open Boat	Mechanical Failure	Other
2013	C	260	145.978	-170.2888	C2013-1889	M3	17-Sep-13 7:00:00 PM	CF Primary SAR Air			Mechanical Failure	Other
2013	C	260	145.978	-170.2888	C2013-1889	M3	17-Sep-13 7:00:00 PM	CF Secondary SAR Air			Mechanical Failure	Other
2013	C	260	68.9035	-94.5671	C2013-1913	M2	20-Sep-13 8:00:00 PM	CCG Air	Pleasure	Motor Craft	Mechanical Failure	Other
2013	C	260	275.614	-378.2684	C2013-1913	M2	20-Sep-13 8:00:00 PM	CCG Marine (Non Sar)			Mechanical Failure	Other
2013	C	260	275.614	-378.2684	C2013-1913	M2	20-Sep-13 8:00:00 PM	CF Primary SAR Air			Mechanical Failure	Other
2013	C	260	275.614	-378.2684	C2013-1913	M2	20-Sep-13 8:00:00 PM	CF Secondary SAR Air			Mechanical Failure	Other
2013	C	260	275.614	-378.2684	C2013-1913	M2	20-Sep-13 8:00:00 PM	Casara			Mechanical Failure	Other
2013	C	260	63.7563	-68.5558	C2013-2242	A4	13-Nov-13 10:09:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2013	C	260	70.12	-90.1066	C2013-2291	M4	26-Nov-13 7:14:00 AM		Other	Unknown	Unknown	False Alarm
2013	C	260	70.6166	-68.1166	C2013-2342	U4	9-Dec-13 9:00:00 PM				Unknown	Other
2013	C	260	62.8113	-92.1158	C2013-2411	A4	27-Dec-13 6:04:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2013	C	260	73.0053	-85.033	C2013-2421	A4	30-Dec-13 8:16:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2013	C	260	62.8113	-92.1158	C2013-2425	A4	31-Dec-13 9:53:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2013	C	260	66.5213	-86.2247	C2013-8032	A4	18-Feb-13 8:49:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2013	C	260	62.811	-92.1151	C2013-8064	A4	2-Mar-13 8:18:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2013	C	260	64.29	-96.0666	C2013-8098	A4	12-Mar-13 3:00:00 PM		Air	Multi-Engine Aircraft	Other	False Alarm
2013	C	260	62.1173	-112.001	C2013-8121	H3	19-Mar-13 4:00:00 PM	CF Secondary SAR Air	Other	Assist Police	Navigational Error	Missing Person(s)
2013	C	260	61.919	-96.6271	C2013-8266	H1	24-Apr-13 3:00:00 PM	CF Primary SAR Air	Other	Evacuation	Injury	Medical
2013	M	010	51.875	-8.0183	M2013-0777	M5	22-May-13 12:46:00 PM				Unknown	Other
2013	M	010	61.1	-59.2	M2013-0816	M4	25-May-13 7:54:00 AM		Fishing	Fishing Vessel	Lack of Knowledge	False Alarm
2013	M	260	69.5466	-93.5766	M2013-0352	A4	21-Mar-13 4:50:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2013	N	010	62.21	-60.2083	N2013-0055	M1	4-Jun-13 6:00:00 AM		Fishing	Fishing Vessel	Illness	Medical
2013	N	010	62.847	-69.872	N2013-0152	M1P	25-Jun-13 12:00:00 AM		Pleasure	Open Boat	Other	Capsized
2013	N	010	64.4976	-74.4103	N2013-0175	M2	29-Jun-13 4:00:00 AM	CF Primary SAR Air	Pleasure	Open Boat	Mechanical Failure	Disabled
2013	N	010	64.35	-76.1291	N2013-0201	M2	2-Jul-13 1:20:00 AM	CCG Marine (Non Sar)	Pleasure	Open Boat	Weather	Stranded
2013	N	010	64.35	-76.1291	N2013-0201	M2	2-Jul-13 1:20:00 AM	CF Primary SAR Air			Weather	Stranded
2013	N	010	61.6366	-60.8683	N2013-0287	U4	8-Jul-13 12:15:00 PM		Other	Unknown	Unknown	Other
2013	N	010	58.9681	-66.7333	N2013-0386	M4	16-Jul-13 1:30:00 PM		Commercial	Tanker	Accidental Activation	False Alarm
2013	N	010	51.3983	2.7017	N2013-0551	M5	30-Jul-13 12:14:00 PM		Commercial	Cargo Ship	Unknown	Other
2013	N	010	64.2356	-76.5531	N2013-0632	M4	6-Aug-13 12:45:00 AM		Commercial	Cargo Ship	Failure to Report	False Alarm
2013	N	010	62.6	-66.5	N2013-0655	M3	7-Aug-13 1:00:00 AM	Pleasure Craft (Private)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2013	N	010	70.467	-68.584	N2013-0781	M4	15-Aug-13 10:44:00 PM		Pleasure	Open Boat	Other	False Alarm
2013	N	010	58.2633	-67.5533	N2013-1019	M5	10-Sep-13 6:32:00 AM		Fishing	Fishing Vessel	Accidental Activation	False Alarm
2013	N	010	64.097	-69.057	N2013-1204	A3	2-Oct-13 2:15:00 PM		Air	Multi-Engine Aircraft	Mechanical Failure	Airborne Emergency
2013	N	010	60.2616	-62.8233	N2013-1246	M2	8-Oct-13 6:30:00 AM		Fishing	Fishing Vessel	Injury	Medical
2013	N	010	63.4916	-67.9518	N2013-1359	M1	27-Oct-13 10:45:00 PM	CCG Marine (Non Sar)	Pleasure	Canoe	Lack of Knowledge	Taking on Water
2013	N	010	63.7563	-68.5558	N2013-1439	U4	13-Nov-13 7:50:00 PM	Casara			Unknown	False Alarm
2013	N	010	60.4166	-57	N2013-1647	A2	17-Dec-13 8:25:00 PM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Accidental Activation	Airborne Emergency
2014	C	155	62.157	-75.7132	C2014-0624	M4	11-May-14 9:51:00 PM		Government	Government Vessel	Accidental Activation	False Alarm
2014	C	155	61.6586	-93.4468	C2014-0970	M2	23-Jun-14 10:38:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Out of Fuel	Disabled
2014	C	155	61.6586	-93.4468	C2014-0970	M2	23-Jun-14 10:38:00 PM	Pleasure Craft (Private)			Out of Fuel	Disabled
2014	C	155	60.3166	-94.0666	C2014-1387	M2	19-Jul-14 10:00:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2014	C	155	180.9498	-282.1998	C2014-1387	M2	19-Jul-14 10:00:00 PM	CF Primary SAR Air			Mechanical Failure	Disabled
2014	C	155	180.9498	-282.1998	C2014-1387	M2	19-Jul-14 10:00:00 PM	Casara			Mechanical Failure	Disabled

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2014	C	155	180.9498	-282.1998	C2014-1387	M2	19-Jul-14 10:00:00 PM	Pleasure Craft (Private)			Mechanical Failure	Disabled
2014	C	155	69.1838	-80.4695	C2014-1656	M3	5-Aug-14 4:47:00 AM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2014	C	155	69.1838	-80.4695	C2014-1656	M3	5-Aug-14 4:47:00 AM	Pleasure Craft (Private)			Mechanical Failure	Disabled
2014	C	155	69.323	-81.801	C2014-1658	M1	5-Aug-14 4:00:00 AM	CF Primary SAR Air	Other	Missing Person	Unknown	Man Overboard
2014	C	155	69.323	-81.801	C2014-1658	M1	5-Aug-14 4:00:00 AM	Pleasure Craft (Private)	Pleasure	Motor Craft	Unknown	Man Overboard
2014	C	155	55.4068	-77.5468	C2014-2415	M2	7-Oct-14 6:30:00 PM	Police (Vessel)	Pleasure	Motor Craft	Unknown	Taking on Water
2014	C	259	62.4725	-114.43	C2014-0008	A4	5-Jan-14 6:19:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2014	C	259	62.467	-114.437	C2014-0051	A4	16-Jan-14 7:05:00 AM		Air	Multi-Engine Aircraft	Air Other Mechan. Fail	False Alarm
2014	C	259	62.4628	-114.44	C2014-0077	A4	21-Jan-14 6:18:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2014	C	259	69.3666	-132.333	C2014-0321	H2	14-Mar-14 12:00:00 PM	CF Primary SAR Air	Other	Missing Person	Unknown	Missing Person(s)
2014	C	259	62.4628	-114.44	C2014-0404	A4	3-Apr-14 12:05:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2014	C	259	62.4666	-114.349	C2014-0502	A4	24-Apr-14 9:53:00 AM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2014	C	259	62.4766	-114.378	C2014-1001	H4	26-Jun-14 9:40:00 PM		Other	Other	Lack of Knowledge	False Alarm
2014	C	259	62.4766	-114.378	C2014-1002	H4	26-Jun-14 9:44:00 PM		Other	PLB Search	Lack of Knowledge	False Alarm
2014	C	259	62.4766	-114.378	C2014-1003	H4	26-Jun-14 9:55:00 PM		Other	PLB Search	Lack of Knowledge	False Alarm
2014	C	259	62.4766	-114.378	C2014-1004	H4	26-Jun-14 10:18:00 PM		Other	PLB Search	Lack of Knowledge	False Alarm
2014	C	259	60.8398	-115.782	C2014-1145	A4	3-Jul-14 3:04:00 AM		Air	Helicopter	Accidental Activation	Other
2014	C	259	69.4916	-132.966	C2014-1243	M1P	10-Jul-14 12:46:00 PM		Pleasure	Kayak	Weather	Disoriented
2014	C	259	69.3508	-133.834	C2014-1247	M3	11-Jul-14 12:30:00 AM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Navigational Error	Grounded
2014	C	259	69.108	-105.138	C2014-1314	A4	14-Jul-14 1:33:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
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2014	C	259	61.1033	-150.11	C2014-1544	A5	28-Jul-14 11:31:00 PM				Unknown	False Alarm
2014	C	259	61.32	-149.615	C2014-1545	A5	28-Jul-14 11:31:00 PM				Unknown	False Alarm
2014	C	259	62.4628	-114.44	C2014-1784	A4	13-Aug-14 6:02:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2014	C	259	60.233	-123.47	C2014-2067	A4	2-Sep-14 5:15:00 AM		Air	Single Engine Aircraft	Accidental Activation	Other
2014	C	259	66.3371	-122.494	C2014-2125	H4	6-Sep-14 6:00:00 PM	CF Secondary SAR Air	Other	Missing Person	Unknown	Missing Person(s)
2014	C	259	66.3371	-122.494	C2014-2125	H4	6-Sep-14 6:00:00 PM	Casara			Unknown	Missing Person(s)
2014	C	259	62.0623	-113.871	C2014-2178	H3	12-Sep-14 1:50:00 AM	CCGA	Other	Marine - Inland Lake	Out of Fuel	Disabled
2014	C	259	62.0623	-113.871	C2014-2178	H3	12-Sep-14 1:50:00 AM		Pleasure	Motor Craft	Out of Fuel	Disabled
2014	C	259	53.9316	11.7883	C2014-2247	A5	20-Sep-14 8:59:00 AM		Other	Unknown	Unknown	False Alarm
2014	C	259	62.4628	-114.44	C2014-2274	A4	22-Sep-14 10:04:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2014	C	259	65.2816	-126.798	C2014-2366	A4	2-Oct-14 5:25:00 AM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2014	C	259	60.8205	-115.795	C2014-2395	A4	5-Oct-14 7:01:00 AM		Air	Multi-Engine Aircraft	Other	False Alarm
2014	C	259	62.4345	-115.011	C2014-2636	A1	20-Nov-14 2:40:00 PM	CF Primary SAR Air	Air	Single Engine Aircraft	Icing	Forced Landing
2014	C	259	187.3035	-345.033	C2014-2636	A1	20-Nov-14 2:40:00 PM	CF Secondary SAR Air			Icing	Forced Landing
2014	C	259	187.3035	-345.033	C2014-2636	A1	20-Nov-14 2:40:00 PM	Casara			Icing	Forced Landing
2014	C	259	187.3035	-345.033	C2014-2636	A1	20-Nov-14 2:40:00 PM	Commercial Aircraft			Icing	Forced Landing
2014	C	259	69.3333	-124.118	C2014-2751	H4	17-Dec-14 5:50:00 PM		Other	PLB Search	Unknown	False Alarm
2014	C	260	61.108	-94.058	C2014-0058	A4	17-Jan-14 6:20:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2014	C	260	73.003	-85.0454	C2014-0165	A4	9-Feb-14 9:05:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2014	C	260	61.0941	-94.0708	C2014-0166	A4	9-Feb-14 10:23:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2014	C	260	62.8113	-92.1158	C2014-0241	A4	27-Feb-14 3:42:00 PM				Accidental Activation	False Alarm
2014	C	260	74.717	-94.9694	C2014-0326	A4	16-Mar-14 9:16:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2014	C	260	64.2988	-96.0777	C2014-0398	A4	1-Apr-14 1:00:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	Other
2014	C	260	62.8113	-92.1158	C2014-0562	A4	2-May-14 6:45:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2014	C	260	70.2171	-77.7848	C2014-0832	A5	11-Jun-14 1:22:00 PM				Other	Other
2014	C	260	79.9946	-85.8141	C2014-0975	A4	24-Jun-14 3:35:00 PM		Air	Multi-Engine Aircraft	Failure to Report	False Alarm
2014	C	260	73.1878	-81.1066	C2014-1442	A4	23-Jul-14 6:00:00 PM		Air	Helicopter	Accidental Activation	Other
2014	C	260	64.23	-76.5266	C2014-1773	A4	13-Aug-14 12:00:00 AM		Air	Helicopter	Failure to Report	False Alarm
2014	C	260	72.1416	-77.015	C2014-1851	M4	17-Aug-14 6:00:00 PM		Commercial	Cruise Ship	Failure to Report	Other
2014	C	260	62.6895	-91.2591	C2014-1911	M4	23-Aug-14 1:45:00 AM	CCGA	Pleasure	Motor Craft	Unknown	Other
2014	C	260	68.7608	-94.1483	C2014-1969	H3	26-Aug-14 10:00:00 AM	CCG Air	Other	Medevac	Injury	Medical
2014	C	260	68.7608	-94.1483	C2014-1969	H3	26-Aug-14 10:00:00 AM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Injury	Medical
2014	C	260	69.3218	-94.2597	C2014-1981	M4	28-Aug-14 5:00:00 AM	CCG Air	Pleasure	Motor Craft	Mistaken Belief	False Alarm
2014	C	260	69.3218	-94.2597	C2014-1981	M4	28-Aug-14 5:00:00 AM	CF Marine			Mistaken Belief	False Alarm
2014	C	260	68.3983	-99.2075	C2014-2072	M3	3-Sep-14 11:00:00 AM	CCG Marine (Non Sar)	Commercial	Cargo Ship	Navigational Error	Grounded
2014	C	260	68.2866	-94.1566	C2014-2174	M3	11-Sep-14 4:30:00 PM	CCG Air	Pleasure	Motor Craft	Weather	Stranded
2014	C	260	136.5732	-188.3132	C2014-2174	M3	11-Sep-14 4:30:00 PM	CCG Marine (Non Sar)			Weather	Stranded
2014	C	260	136.5732	-188.3132	C2014-2174	M3	11-Sep-14 4:30:00 PM	CF Primary SAR Air			Weather	Stranded
2014	C	260	82.5181	-62.2843	C2014-2180	H1	12-Sep-14 10:29:00 AM	CF Secondary SAR Air	Other	Medevac	Injury	Medical
2014	C	260	69.1958	-81.3257	C2014-2243	M3	18-Sep-14 11:30:00 PM	CF Primary SAR Air	Pleasure	Open Boat	Out of Fuel	Disabled
2014	C	260	74.4616	-75.6466	C2014-2463	U4	15-Oct-14 10:45:00 AM		Other	Unknown	Unknown	Other
2014	C	260	69.5733	-87.42	C2014-2492	A4	21-Oct-14 5:21:00 AM		Other	Unknown	Other	Other
2014	C	260	64.289	-96.0847	C2014-2649	A4	23-Nov-14 1:41:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2014	M	010	48.437	-123.426	M2014-0596	M4	29-May-14 9:15:00 PM		Government	War Vessel	Unknown	False Alarm
2014	M	010	64.1566	-59.0933	M2014-0750	M4	13-Jun-14 6:59:00 AM		Other	Nil	Unknown	False Alarm
2014	M	010	58.8946	-68.4513	M2014-0769	M3	15-Jun-14 1:30:00 AM		Pleasure	Open Boat	Mechanical Failure	Disabled
2014	M	010	64.292	-73.9218	M2014-0912	H2	3-Oct-14 4:18:00 PM	CF Primary SAR Air	Other	Other	Weather	Stranded
2014	M	010	64.292	-73.9218	M2014-0912	H2	3-Oct-14 4:18:00 PM		Pleasure	Canoe	Weather	Stranded
2014	M	010	65.6486	-67.7693	M2014-0953	M2	5-Oct-14 11:50:00 PM	CCG Marine (Non Sar)	Pleasure	Open Boat	Mechanical Failure	Other
2014	M	010	328.243	-338.8465	M2014-0953	M2	5-Oct-14 11:50:00 PM	CF Primary SAR Air			Mechanical Failure	Other
2014	M	010	328.243	-338.8465	M2014-0953	M2	5-Oct-14 11:50:00 PM	Casara			Mechanical Failure	Other
2014	M	010	328.243	-338.8465	M2014-0953	M2	5-Oct-14 11:50:00 PM	Commercial Vessel			Mechanical Failure	Other
2014	M	010	328.243	-338.8465	M2014-0953	M2	5-Oct-14 11:50:00 PM	Federal Aircraft (Other)			Mechanical Failure	Other
2014	M	010	328.243	-338.8465	M2014-0953	M2	5-Oct-14 11:50:00 PM	Provincial Vessel			Mechanical Failure	Other
2014	M	010	63.7003	-68.4788	M2014-0996	M3	15-Oct-14 12:20:00 AM		Pleasure	Motor Craft	Out of Fuel	Disabled
2014	M	010	63.6441	-68.423	M2014-1063	M3	26-Oct-14 1:50:00 AM		Pleasure	Canoe	Mechanical Failure	Disabled
2014	M	010	62.3	-60.7333	M2014-1129	M3	8-Nov-14 5:00:00 PM		Fishing	Fishing Vessel	Mechanical Failure	Disabled
2014	M	010	67.3813	-63.9154	M2014-1163	M2	15-Nov-14 12:45:00 AM		Pleasure	Open Boat	Weather	Disoriented
2014	N	010	64.3662	-75.7951	N2014-0455	M3	13-Jul-14 8:00:00 PM	CCG Air	Other	Missing Person	Tides/Currents	Other
2014	N	010	64.3662	-75.7951	N2014-0455	M3	13-Jul-14 8:00:00 PM	CCG Marine (Non Sar)	Pleasure	Canoe	Tides/Currents	Other
2014	N	010	128.7324	-151.5902	N2014-0455	M3	13-Jul-14 8:00:00 PM	CF Primary SAR Air			Tides/Currents	Other
2014	N	010	128.7324	-151.5902	N2014-0455	M3	13-Jul-14 8:00:00 PM	DFO			Tides/Currents	Other
2014	N	010	66.005	-67.0816	N2014-0564	M3	22-Jul-14 10:32:00 PM	CCGA	Pleasure	Motor Craft	Mechanical Failure	Other
2014	N	010	65.269	-67.1058	N2014-0582	M2	22-Jul-14 11:36:00 PM	CCG Marine (Non Sar)	Pleasure	Open Boat	Out of Fuel	Missing Person(s)
2014	N	010	195.807	-201.3174	N2014-0582	M2	22-Jul-14 11:36:00 PM	CCGA			Out of Fuel	Missing Person(s)
2014	N	010	195.807	-201.3174	N2014-0582	M2	22-Jul-14 11:36:00 PM	CF Primary SAR Air			Out of Fuel	Missing Person(s)
2014	N	010	195.807	-201.3174	N2014-0582	M2	22-Jul-14 11:36:00 PM	Other			Out of Fuel	Missing Person(s)

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2014	N	010	63.7508	-72.6716	N2014-0596	M2	25-Jul-14	11:00:00 PM	CCG Marine (Non Sar)	Air	Multi-Engine Aircraft	Mechanical Failure	Other
2014	N	010	63.7508	-72.6716	N2014-0596	M2	25-Jul-14	11:00:00 PM	Casara	Pleasure	Open Boat	Mechanical Failure	Other
2014	N	010	63.7508	-72.6716	N2014-0596	M2	25-Jul-14	11:00:00 PM	Other			Mechanical Failure	Other
2014	N	010	67.2786	-62.9723	N2014-0695	M2	2-Aug-14	5:20:00 PM		Pleasure	Open Boat	Mechanical Failure	Other
2014	N	010	64.0666	-58.4166	N2014-0837	M3	15-Aug-14	6:00:00 PM		Fishing	Fishing Vessel	Illness	Medical
2014	N	010	64.5666	-75.8166	N2014-0897	M2	20-Aug-14	8:00:00 PM	CF Primary SAR Air	Pleasure	Canoe	Weather	Missing Person(s)
2014	N	010	64.5666	-75.8166	N2014-0897	M2	20-Aug-14	8:00:00 PM	Other			Weather	Missing Person(s)
2014	N	010	60.3666	-62.1333	N2014-0954	M3	26-Aug-14	9:02:00 PM		Fishing	Fishing Vessel	Illness	Medical
2014	N	010	62.7633	-66.3833	N2014-1052	M1	5-Sep-14	11:45:00 AM	CCG Marine (Non Sar)	Government	Government Vessel	Illness	Medical
2014	N	010	65.9266	-67.2588	N2014-1141	M3	17-Sep-14	10:00:00 AM	CCGA	Pleasure	Motor Craft	Mechanical Failure	Disabled
2014	N	010	59.9735	-68.1158	N2014-1150	A2	19-Sep-14	5:47:00 PM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Unknown	Airborne Emergency
2015	C	155	63.7211	-83.0221	C2015-0027	H2	9-Jan-15	11:00:00 PM	CF Primary SAR Air	Other	Other	Weather	Stranded
2015	C	155	62.5633	-77.13	C2015-1247	M2	12-Jul-15	1:00:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Electrical Failure	Disabled
2015	C	155	125.1266	-154.26	C2015-1247	M2	12-Jul-15	1:00:00 PM	CF Primary SAR Air			Electrical Failure	Disabled
2015	C	155	125.1266	-154.26	C2015-1247	M2	12-Jul-15	1:00:00 PM	Commercial Aircraft			Electrical Failure	Disabled
2015	C	155	60.85	-78.2166	C2015-1336	M2	17-Jul-15	6:15:00 AM	CCG Marine (Non Sar)	Government	Government Vessel	Out of Fuel	Disabled
2015	C	155	121.7	-156.4332	C2015-1336	M2	17-Jul-15	6:15:00 AM	CF Primary SAR Air			Out of Fuel	Disabled
2015	C	155	121.7	-156.4332	C2015-1336	M2	17-Jul-15	6:15:00 AM	Pleasure Craft (Private)			Out of Fuel	Disabled
2015	C	155	69.4363	-80.2578	C2015-1427	M2	22-Jul-15	4:45:00 AM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Mechanical Failure	Disabled
2015	C	155	138.8726	-160.5156	C2015-1427	M2	22-Jul-15	4:45:00 AM	Commercial Aircraft			Mechanical Failure	Disabled
[illegible]													
2015	C	155	65.9868	-85.1501	C2015-1676	M2	4-Aug-15	1:28:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Ice	Stranded
2015	C	155	131.9736	-170.3002	C2015-1676	M2	4-Aug-15	1:28:00 PM	CF Primary SAR Air			Ice	Stranded
2015	C	155	131.9736	-170.3002	C2015-1676	M2	4-Aug-15	1:28:00 PM	Commercial Aircraft			Ice	Stranded
2015	C	155	62.8035	-91.2495	C2015-1767	M3	10-Aug-15	10:00:00 AM	CCG Air	Pleasure	Canoe	Failure to Report	Other
2015	C	155	62.8035	-91.2495	C2015-1767	M3	10-Aug-15	10:00:00 AM	CCGA			Failure to Report	Other
2015	C	155	64.8416	-88.8766	C2015-1906	M5	20-Aug-15	9:31:00 AM				Unknown	Other
2015	C	155	53.3191	-60.4258	C2015-2058	A4	31-Aug-15	3:18:00 PM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2015	C	155	62.1456	-74.6872	C2015-2129	M4	5-Sep-15	7:19:00 PM	CF Primary SAR Air	Commercial	Barge	Accidental Activation	False Alarm
2015	C	155	186.4368	-224.0616	C2015-2129	M4	5-Sep-15	7:19:00 PM	Commercial Aircraft			Accidental Activation	False Alarm
2015	C	155	186.4368	-224.0616	C2015-2129	M4	5-Sep-15	7:19:00 PM	Commercial Vessel			Accidental Activation	False Alarm
2015	C	155	186.4368	-224.0616	C2015-2129	M4	5-Sep-15	7:19:00 PM	Pleasure Craft (Private)			Accidental Activation	False Alarm
2015	C	259	60.8398	-115.782	C2015-0111	A4	3-Feb-15	8:01:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2015	C	259	62.4628	-114.44	C2015-0188	A4	24-Feb-15	4:26:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2015	C	259	62.85	-109.266	C2015-0639	A4	19-May-15	9:16:00 PM		Air	Single Engine Aircraft	Failure to Report	False Alarm
2015	C	259	68.3594	-133.737	C2015-0691	M4	25-May-15	11:30:00 PM	CCG Marine (Non Sar)	Other	Nil	Accidental Activation	False Alarm
2015	C	259	68.3594	-133.737	C2015-0691	M4	25-May-15	11:30:00 PM	Casara			Accidental Activation	False Alarm
2015	C	259	52.1743	-106.696	C2015-0887	A4	16-Jun-15	7:20:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2015	C	259	62.4627	-114.44	C2015-0949	A4	22-Jun-15	3:39:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2015	C	259	65.2571	-126.685	C2015-1174	A4	7-Jul-15	11:28:00 PM	Casara	Air	Single Engine Aircraft	Unknown	False Alarm
2015	C	259	69.4541	-133.398	C2015-1307	M3	15-Jul-15	9:48:00 AM	CCGA	Pleasure	Motor Craft	Unknown	Other
2015	C	259	138.9082	-266.796	C2015-1307	M3	15-Jul-15	9:48:00 AM	CF Primary SAR Air			Unknown	Other
2015	C	259	138.9082	-266.796	C2015-1307	M3	15-Jul-15	9:48:00 AM	Police (Vessel)			Unknown	Other
2015	C	259	65.2111	-123.436	C2015-1349	A4	18-Jul-15	1:34:00 AM		Air	Single Engine Aircraft	Failure to Report	Other
2015	C	259	68.7761	-81.2436	C2015-1551	A4	29-Jul-15	8:41:00 PM		Air	Multi-Engine Aircraft	Other	False Alarm
2015	C	259	60.0185	-111.961	C2015-1697	A4	6-Aug-15	1:10:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2015	C	259	62.4666	-114.349	C2015-1711	H4	7-Aug-15	3:01:00 PM	Casara			Lack of Knowledge	False Alarm
2015	C	259	60.0203	-111.961	C2015-1942	A4	22-Aug-15	8:03:00 PM		Air	Single Engine Aircraft	Unknown	False Alarm
2015	C	259	69.5666	-138.933	C2015-2173	M4	7-Sep-15	3:00:00 PM		Commercial	Cruise Ship	Injury	Medical
2015	C	259	62.4628	-114.44	C2015-2178	A4	7-Sep-15	5:40:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2015	C	259	69.7585	-132.56	C2015-2234	M3	13-Sep-15	8:00:00 PM	Provincial Vessel	Pleasure	Motor Craft	Mechanical Failure	Disabled
2015	C	259	65.2111	-123.436	C2015-2345	A1	25-Sep-15	6:02:00 PM	CF Primary SAR Air	Air	Multi-Engine Aircraft	Mechanical Failure	Crash
2015	C	259	62.4628	-114.44	C2015-2381	A4	29-Sep-15	3:58:00 PM		Air	Multi-Engine Aircraft	Other	False Alarm
2015	C	259	60.8396	-115.782	C2015-2602	A4	7-Nov-15	6:01:00 PM		Air	Multi-Engine Aircraft	Failure to Report	False Alarm
2015	C	259	43.6275	-79.3961	C2015-2658	A4	18-Nov-15	11:15:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2015	C	259	64.9086	-125.568	C2015-2727	A4	7-Dec-15	1:30:00 AM		Air	Multi-Engine Aircraft	Mistaken Belief	False Alarm
2015	C	259	62.85	-109.266	C2015-2761	A4	17-Dec-15	11:43:00 PM		Air	Single Engine Aircraft	Other	False Alarm
2015	C	260	61.5048	-93.8906	C2015-0070	H2	20-Jan-15	8:13:00 PM	CF Primary SAR Air	Other	Missing Person	Mechanical Failure	Missing Person(s)
2015	C	260	61.5048	-93.8906	C2015-0070	H2	20-Jan-15	8:13:00 PM	Casara			Mechanical Failure	Missing Person(s)
2015	C	260	61.6833	-93.5333	C2015-0116	H1	2-Feb-15	9:00:00 PM	CF Primary SAR Air	Other	Missing Person	Mechanical Failure	Missing Person(s)
2015	C	260	61.6833	-93.5333	C2015-0116	H1	2-Feb-15	9:00:00 PM	Casara			Mechanical Failure	Missing Person(s)
2015	C	260	70.5	-77	C2015-0147	H4	15-Feb-15	7:16:00 PM				Unknown	Other
2015	C	260	77	-77	C2015-0322	U4	31-Mar-15	11:48:00 AM		Other	Unknown	Unknown	False Alarm
2015	C	260	69.108	-105.138	C2015-0353	A4	4-Apr-15	6:05:00 PM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2015	C	260	69.108	-105.138	C2015-0362	A4	6-Apr-15	3:12:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2015	C	260	76.4883	-97.6458	C2015-0506	H1	29-Apr-15	12:22:00 AM		Other	Assist Police	Ice	Missing Person(s)
2015	C	260	66.5213	-86.2247	C2015-0597	H3	16-May-15	3:37:00 PM	CF Primary SAR Air	Other	Missing Person	Mechanical Failure	Missing Person(s)
2015	C	260	66.5213	-86.2247	C2015-0597	H3	16-May-15	3:37:00 PM	CF Secondary SAR Air			Mechanical Failure	Missing Person(s)
2015	C	260	64.9976	-83.2946	C2015-0846	A5	13-Jun-15	10:00:00 AM				Accidental Activation	Other
2015	C	260	62.9431	-67.0598	C2015-1203	A4	10-Jul-15	2:30:00 PM		Air	Helicopter	Failure to Report	False Alarm
2015	C	260	68.1346	-106.612	C2015-1996	A4	26-Aug-15	5:11:00 AM		Air	Helicopter	Accidental Activation	False Alarm
2015	C	260	68.4676	-96.3608	C2015-2012	M3	28-Aug-15	3:23:00 PM	Pleasure Craft (Private)	Pleasure	Motor Craft	Out of Fuel	Disabled
2015	C	260	63.6586	-82.0201	C2015-2014	M2	28-Aug-15	6:15:00 PM	Commercial Aircraft	Pleasure	Motor Craft	Ice	Other
2015	C	260	68.2331	-96.6081	C2015-2046	M4	30-Aug-15	5:00:00 PM	CCG Air	Other	Nil	Mistaken Belief	Medical
2015	C	260	68.2331	-96.6081	C2015-2046	M4	30-Aug-15	5:00:00 PM	CCG Marine (Non Sar)			Mistaken Belief	Medical
2015	C	260	49.8616	-5.2483	C2015-2068	H5	1-Sep-15	1:14:00 PM				Unknown	Other
2015	C	260	74.4816	-89.5833	C2015-2193	M3	8-Sep-15	4:00:00 PM	CF Marine	Commercial	Cruise Ship	Other	Medical
2015	C	260	68.2331	-96.6086	C2015-2235	M2	13-Sep-15	6:41:00 PM	CCG Air	Pleasure	Motor Craft	Unknown	Stranded
2015	C	260	68.2331	-96.6086	C2015-2235	M2	13-Sep-15	6:41:00 PM	CCG Marine (Non Sar)			Unknown	Stranded
2015	C	260	66.1666	-83.7	C2015-2335	M2	21-Sep-15	4:00:00 PM	CCG Air	Pleasure	Motor Craft	Mechanical Failure	Stranded
2015	C	260	264.6664	-334.8	C2015-2335	M2	21-Sep-15	4:00:00 PM	CCG Marine (Non Sar)			Mechanical Failure	Stranded
2015	C	260	264.6664	-334.8	C2015-2335	M2	21-Sep-15	4:00:00 PM	CF Primary SAR Air			Mechanical Failure	Stranded
2015	C	260	264.6664	-334.8	C2015-2335	M2	21-Sep-15	4:00:00 PM	Federal Aircraft (Other)			Mechanical Failure	Stranded
2015	C	260	264.6664	-334.8	C2015-2335	M2	21-Sep-15	4:00:00 PM	Other			Mechanical Failure	Stranded
2015	C	260	69.5031	-93.5479	C2015-2389	M4	1-Oct-15	8:13:00 AM		Commercial	Tanker	Accidental Activation	False Alarm
2015	C	260	73.0433	-84.1786	C2015-2414	M2	3-Oct-15	9:30:00 PM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Out of Fuel	Disabled
2015	C	260	219.1299	-252.5358	C2015-2414	M2	3-Oct-15	9:30:00 PM	CF Primary SAR Air			Out of Fuel	Disabled
2015	C	260	219.1299	-252.5358	C2015-2414	M2	3-Oct-15	9:30:00 PM	Federal Aircraft (Other)			Out of Fuel	Disabled

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2015	C	260	219.1299	-252.5358	C2015-2414	M2	3-Oct-15 9:30:00 PM	Pleasure Craft (Private)			Out of Fuel	Disabled
2015	C	260	62.7978	-92.1116	C2015-2519	A4	23-Oct-15 1:25:00 AM		Air	Single Engine Aircraft	Other	Other
2015	C	260	68.5345	-89.808	C2015-2528	A4	25-Oct-15 1:35:00 AM		Air	Multi-Engine Aircraft	Failure to Report	False Alarm
2015	M	010	60.64	-52.705	M2015-0139	A5	6-Feb-15 12:19:00 PM		Air	Helicopter	Unknown	False Alarm
2015	M	010	32.2916	-99.6533	M2015-0255	A5	22-Apr-15 6:17:00 PM				Accidental Activation	Airborne Emergency
2015	M	010	59.4233	-53.3266	M2015-0568	U4	30-May-15 10:16:00 PM		Other	Unknown	Unknown	Other
2015	M	010	63.2483	-67.5525	M2015-0576	M4	31-May-15 8:49:00 PM	Commercial Aircraft	Pleasure	Motor Craft	Accidental Activation	False Alarm
2015	M	010	47.4733	19.2167	M2015-0579	A5	1-Jun-15 4:19:00 AM				Unknown	False Alarm
2015	M	010	66.2166	-66.4958	M2015-0853	M4	8-Jul-15 6:05:00 AM	CCG Marine (Non Sar)	Pleasure	Motor Craft	Accidental Activation	False Alarm
2015	M	010	66.2166	-66.4958	M2015-0853	M4	8-Jul-15 6:05:00 AM	CF Primary SAR Air			Accidental Activation	False Alarm
2015	M	010	63.4666	-59.2666	M2015-0929	M3	13-Jul-15 11:00:00 PM		Fishing	Fishing Vessel	Illness	Medical
2015	M	010	62.143	-57.559	M2015-1053	M4	7-Aug-15 6:00:00 AM		Pleasure	Sail Craft	Failure to Report	False Alarm
2015	M	010	63.5683	-68.5566	M2015-1123	M3	12-Aug-15 9:08:00 PM	CCG Marine (Non Sar)	Government	Government Vessel	Unknown	Grounded
2015	M	010	63.2333	-67.5421	M2015-1230	M3	20-Aug-15 11:48:00 PM	CCG Air	Pleasure	Open Boat	Mechanical Failure	Disabled
2015	M	010	63.2333	-67.5421	M2015-1230	M3	20-Aug-15 11:48:00 PM	CCG Marine (Non Sar)			Mechanical Failure	Disabled
2015	M	010	67.6166	-62.4	M2015-1346	M2	16-Sep-15 8:00:00 PM		Fishing	Fishing Vessel	Illness	Medical
2015	M	010	66.3283	-67.59	M2015-1416	M1	23-Sep-15 7:04:00 PM	CCG Air	Pleasure	Open Boat	Lack of Knowledge	Capsized
2015	M	010	198.9849	-202.77	M2015-1416	M1	23-Sep-15 7:04:00 PM	CCG Marine (Non Sar)			Lack of Knowledge	Capsized
2015	M	010	198.9849	-202.77	M2015-1416	M1	23-Sep-15 7:04:00 PM	CF Primary SAR Air			Lack of Knowledge	Capsized
2015	M	010	198.9849	-202.77	M2015-1416	M1	23-Sep-15 7:04:00 PM	Federal Aircraft (Other)			Lack of Knowledge	Capsized
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2015	M	260	68.6616	-95.6995	M2015-1440	M4	28-Sep-15 2:40:00 PM		Commercial	Bulk Carrier	Lack of Knowledge	False Alarm
2015	N	010	59.935	-54.0666	N2015-0066	U4	7-Mar-15 6:04:00 PM		Fishing	Fishing Vessel	Unknown	Other
2015	N	010	63.5416	-68.755	N2015-0482	H4	5-Aug-15 4:03:00 PM		Other	Other	Mistaken Belief	False Alarm
2015	N	010	63.5435	-67.9782	N2015-0525	M2	31-Aug-15 3:50:00 AM	Other	Pleasure	Canoe	Ice	Disabled
2015	N	010	58.0971	-68.4009	N2015-0537	M4	31-Aug-15 8:55:00 PM		Pleasure	Open Boat	Failure to Report	False Alarm
2015	N	010	66.1642	-66.4073	N2015-0676	M2	14-Sep-15 8:30:00 PM	CCG Marine (Non Sar)	Pleasure	Canoe	Ice	Stranded
2015	N	010	66.1642	-66.4073	N2015-0676	M2	14-Sep-15 8:30:00 PM	CF Primary SAR Air			Ice	Stranded
2016	C	155	62.6731	-91.8255	C2016-0774	H3	9-Jun-16 6:40:00 AM		Other	Assist Police	Mechanical Failure	Disabled
2016	C	155	62.6731	-91.8255	C2016-0774	H3	9-Jun-16 6:40:00 AM		Pleasure	Open Boat	Mechanical Failure	Disabled
2016	C	155	55.6383	-80.8583	C2016-1350	A4	15-Jul-16 8:47:00 PM		Other	Unknown	Unknown	Other
2016	C	155	52.9336	-82.3829	C2016-1617	M4	29-Jul-16 9:00:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Failure to Report	False Alarm
2016	C	155	62.3031	-92.2085	C2016-1628	M3	30-Jul-16 12:39:00 AM	Pleasure Craft (Private)	Pleasure	Motor Craft	Mechanical Failure	Stranded
2016	C	155	63.869	-89.5334	C2016-1993	M3	18-Aug-16 3:15:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Mechanical Failure	Disabled
2016	C	155	63.869	-89.5334	C2016-1993	M3	18-Aug-16 3:15:00 AM	Pleasure Craft (Private)			Mechanical Failure	Disabled
2016	C	155	67.775	-81.85	C2016-2134	M3	25-Aug-16 12:01:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Lack of Knowledge	Other
2016	C	155	135.55	-163.7	C2016-2134	M3	25-Aug-16 12:01:00 AM	CF Secondary SAR Air			Lack of Knowledge	Other
2016	C	155	135.55	-163.7	C2016-2134	M3	25-Aug-16 12:01:00 AM	Pleasure Craft (Private)			Lack of Knowledge	Other
2016	C	259	62.4628	-114.44	C2016-0163	A4	19-Feb-16 7:10:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2016	C	259	62.4628	-114.44	C2016-0190	A4	27-Feb-16 10:03:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2016	C	259	65.2816	-126.798	C2016-0313	A4	2-Apr-16 5:48:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2016	C	259	65.2816	-126.798	C2016-0422	A4	24-Apr-16 9:03:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2016	C	259	64.525	-104.446	C2016-0459	M5	2-May-16 10:10:00 AM				Accidental Activation	False Alarm
2016	C	259	66.7356	-129.581	C2016-0492	A4	6-May-16 7:11:00 PM		Other	Other	Unknown	Other
2016	C	259	62.4628	-114.44	C2016-0521	A4	15-May-16 10:11:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2016	C	259	62.4628	-114.44	C2016-0559	A4	21-May-16 1:05:00 AM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2016	C	259	64.6988	-110.614	C2016-0572	A1P	21-May-16 5:06:00 PM		Air	Helicopter	Overload/Stability	Crash
2016	C	259	62.4628	-114.44	C2016-0606	A4	23-May-16 8:15:00 PM		Air	Multi-Engine Aircraft	Unknown	False Alarm
2016	C	259	64.7963	-110.545	C2016-0620	A4	24-May-16 8:29:00 PM		Air	Helicopter	Unknown	False Alarm
2016	C	259	68.3041	-133.482	C2016-0960	A4	21-Jun-16 10:13:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2016	C	259	75.7246	-98.4213	C2016-1000	H4	25-Jun-16 4:39:00 PM		Other	PLB Search	Accidental Activation	False Alarm
2016	C	259	62.4025	-110.737	C2016-1186	H2	7-Jul-16 5:55:00 AM	CCG Marine (Non Sar)	Other	Missing Person	Weather	Other
2016	C	259	62.4025	-110.737	C2016-1186	H2	7-Jul-16 5:55:00 AM	CF Primary SAR Air	Pleasure	Motor Craft	Weather	Other
2016	C	259	62.4025	-110.737	C2016-1186	H2	7-Jul-16 5:55:00 AM	CF Secondary SAR Air			Weather	Other
2016	C	259	69.49	-135.28	C2016-1281	H3	11-Jul-16 7:00:00 PM	CCGA	Other	Evacuation	Illness	Medical
2016	C	259	69.49	-135.28	C2016-1281	H3	11-Jul-16 7:00:00 PM	Commercial Aircraft			Illness	Medical
2016	C	259	63.1966	-117.591	C2016-1405	H1	19-Jul-16 1:00:00 AM	CF Secondary SAR Air	Other	Missing Person	Unknown	Missing Person(s)
2016	C	259	63.1966	-117.591	C2016-1405	H1	19-Jul-16 1:00:00 AM	Casara			Unknown	Missing Person(s)
2016	C	259	69.5823	-123.13	C2016-1452	M2	21-Jul-16 8:15:00 PM	Pleasure Craft (Private)	Pleasure	Motor Craft	Out of Fuel	Disabled
2016	C	259	62.4627	-114.44	C2016-1708	A4	2-Aug-16 5:25:00 PM		Air	Multi-Engine Aircraft	Accidental Activation	False Alarm
2016	C	259	69.0005	-134.674	C2016-1994	M3	18-Aug-16 8:30:00 AM	Pleasure Craft (Private)	Pleasure	Motor Craft	Out of Fuel	Disabled
2016	C	259	68.3041	-133.482	C2016-2076	A4	22-Aug-16 3:00:00 PM		Air	Helicopter	Accidental Activation	False Alarm
2016	C	260	63.7563	-68.5558	C2016-0171	A4	22-Feb-16 9:45:00 PM		Air	Multi-Engine Aircraft	Lack of Knowledge	False Alarm
2016	C	260	74.683	-94.833	C2016-0988	H3	24-Jun-16 7:40:00 PM	CF Secondary SAR Air	Other	Transport Persons	Illness	Medical
2016	C	260	69.3746	-81.9256	C2016-1519	M3	24-Jul-16 10:00:00 AM		Pleasure	Canoe	Out of Fuel	Disabled
2016	C	260	71.7608	-96.8443	C2016-2010	M2	19-Aug-16 5:00:00 PM	CCG Air	Pleasure	Motor Craft	Weather	Stranded
2016	C	260	71.7608	-96.8443	C2016-2010	M2	19-Aug-16 5:00:00 PM	CCG Marine (Non Sar)			Weather	Stranded
2016	C	260	69.108	-105.138	C2016-2020	A4	20-Aug-16 1:26:00 PM		Air	Single Engine Aircraft	Accidental Activation	False Alarm
2016	C	260	68.1675	-82.0701	C2016-2171	M3	26-Aug-16 10:00:00 PM	CF Primary SAR Air	Pleasure	Motor Craft	Weather	Other
2016	M	010	64.1116	-58.7933	M2016-0625	M3	22-Jun-16 12:45:00 PM		Fishing	Fishing Vessel	Mechanical Failure	Disabled
2016	M	010	63.365	-56.0633	M2016-0748	M5	5-Aug-16 11:48:00 PM				Accidental Activation	False Alarm
2016	M	010	67.5285	-64.077	M2016-0862	M3	15-Aug-16 7:40:00 PM		Pleasure	Motor Craft	Mechanical Failure	Stranded
2016	M	010	58.375	-68.2066	M2016-0866	M4	16-Aug-16 3:00:00 PM		Pleasure	Canoe	Unknown	Other
2016	M	260	76.4125	-82.9464	M2016-0633	H4	23-Jun-16 8:30:00 AM		Other	PLB Search	Unknown	False Alarm
2016	N	010	62.55	-59.0333	N2016-0094	M1	22-Feb-16 1:30:00 AM	CCG Marine (Non Sar)	Fishing	Fishing Vessel	Collision with Object	Taking on Water
2016	N	010	187.65	-177.0999	N2016-0094	M1	22-Feb-16 1:30:00 AM	CF Primary SAR Air			Collision with Object	Taking on Water
2016	N	010	187.65	-177.0999	N2016-0094	M1	22-Feb-16 1:30:00 AM	CF Secondary SAR Air			Collision with Object	Taking on Water
2016	N	010	187.65	-177.0999	N2016-0094	M1	22-Feb-16 1:30:00 AM	Other			Collision with Object	Taking on Water
2016	N	010	51.06	-1.8133	N2016-0332	H5	1-May-16 8:46:00 AM		Other	PLB Search	Lack of Knowledge	False Alarm
2016	N	010	59.5616	-68.5606	N2016-0601	M3	17-Jul-16 2:42:00 AM		Government	Government Vessel	Illness	Medical
2016	N	010	58.7166	-69.8833	N2016-0646	M3	20-Jul-16 2:13:00 AM	CCG Marine (Non Sar)	Commercial	Cargo Ship	Injury	Medical

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Garapick, Peter

From: Mes, Marc
Sent: April-01-16 10:33
To: Bellefontaine, Tara; Garapick, Peter
Cc: Lick, Gregory; Pelletier, Sylvie; Rudden, Paul; Tinley, David
Subject: RE: Minister Request: SAR review in the North

s.16(2)

Thanks Tara and Peter for all your work on this file. I don't believe there is a lot of awareness on this file, so it may worthwhile to do a brief at OEB in the future.

Marc

Marc Mes
Director, Operational Support / Directeur, Soutien des operations Canadian Coast Guard / Garde côtière canadienne
200 Kent Street, 6N144 / rue 200 Kent, 6N144 Ottawa, Ontario K1A 0E6 Tel:/Tél. : 613-990-0341 Cell. :
Fax./Téléc. : 613-995-4700 marc.mes@dfo-mpo.gc.ca

-----Original Message-----
From: Bellefontaine, Tara
Sent: Friday, April 1, 2016 10:27 AM
To: Garapick, Peter <Peter.Garapick@dfo-mpo.gc.ca>; Lick, Gregory <Gregory.Lick@dfo-mpo.gc.ca>; Mes, Marc <Marc.Mes@dfo-mpo.gc.ca>; Pelletier, Sylvie <Sylvie.Pelletier@dfo-mpo.gc.ca>; Gagnon, Mark <Mar ..Gagnon@dfo-mpo.gc.ca>
Cc: Hopkins, Lillian <Lillian.Hopkins@dfo-mpo.gc.ca>
Subject: RE: Minister Request: SAR review in the North

I also provided some bullets on this project Wednesday to Matt Surch in Tanya Alvaro's shop for the 100 day reporting. I will forward them but they are high level and may be duplicative of Peter's comments.

From: Garapick, Peter
Sent: Thursday, March 31, 2016 6:55 PM
To: Lick, Gregory; Mes, Marc; Pelletier, Sylvie; Gagnon, Mark; Bellefontaine, Tara
Cc: Hopkins, Lillian
Subject: Re: Minister Request: SAR review in the North

Hello Greg et al,

The "review in the north" is actually the Arctic SAR Project which is a 2 year project (year 1 ends tonight) with two facets - a risk analysis of each community we visit and the implementation (based on the risk analysis and other SAR related factors) of CGAux SAR units in "selected" communities.

In addition to the 9 existing CGAux units in the Arctic (Pang, Rankin, Kugluktuk, Cam Bay, Inuvik, Aklavik, Tuk, Hay and Yellowknife) we expect to bring in 10-12 new units this spring in Nunavik and Nunavut. In year 2, this year, we expect to increase, at most double, these numbers respectively in those territories.

Ultimately, it is taking a proven south model (CG Aux) and bringing it north, tweaking it based on arctic input and seeing the local people, all Inuit, enthusiastically being the new CGAux in the Arctic. And these new units are working interactively with southern units to ramp up their capacity to be operational this season.

Train the Trainer (Arctic folks coming south and training side by side with ontario, Quebec, maritime and nfld colleagues) to return north and train new CGAux members with English and inuktituk materials. Also, we will be bringing Inuit members of the exisiting CGAux units in the Arctic to the new units to mentor.

That's it in a nutshell from a BlackBerry

Peter

Sent from my BlackBerry 10 smartphone on the Rogers network.
From: Lick, Gregory
Sent: Thursday, March 31, 2016 19:37
To: Mes, Marc; Garapick, Peter; Pelletier, Sylvie
Cc: Hopkins, Lillian
Subject: Fw: Minister Request: SAR review in the North

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Anything?
Greg

Gregory Lick
Director General Operations
[redacted] (Cell)

s.16(2)

From: Hopkins, Lillian <Lillian.Hopkins@dfo-mpo.gc.ca>
Sent: Thursday, March 31, 2016 5:56 PM
To: Lick, Gregory
Cc: Pelletier, Mario
Subject: Minister Request: SAR review in the North

Hi Greg:
Do we have anything off the shelf or bullets we can provide the minister of the SAR review in the north, including timelines. In light of the ongoing MLA SAR, Minister is very interested in the status of this review.

Minister is looking for this urgently,
Lil.

Lillian Hopkins
Executive Advisor to the Commissioner
Conseillière exécutive au commissaire
Canadian Coast Guard
Garde côtière canadienne
Tél: (613) 990-5044

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Date April 25th 2016

Teleconference – CCGA Arctic expansion and Search and Rescue evaluation

Attendees:

- Peter Garapick CCG SAR Program Manager
- Mark Gagnon CCG SAR Program Officer Arctic Review Program
- Jim Coolen President CCGA C&A
- Shannon Laird Executive Manager CCGA C&A
- [redacted] CCGA Quebec s.19(1)
- Louis Melancon Director General CCGA Quebec

Regrets

- Tara Bellefontaine CCG Ottawa
- JP Sharp CCG – JRCC Trenton
- Michel Denis – President CCGA Quebec

Agenda Items

Instructor training May 6th to 8th Belleville

- Overview of program that will be delivered in Belleville in May and the certifications of the students once completed
- All students will be required to have complete membership documentation prior to attending training concerns were raised over the members from Northern Quebec and the completion of the documents, CCGA Quebec has advised that the appropriate paperwork has been completed with the exception of the membership cards (pictures required – (should be delivered on the 27th)

Travel to training Belleville and unit training ongoing

- As part of the pre course preparation for the training program in Belleville it was discovered that CCGA Quebec Region has no ability fund flights, hotels and or other transportation for members who are on authorized travel this will be problematic for members who will provide training to the new units.
- CCGA Quebec is looking into way to provide funding to the members without have the member fund travel and be reimbursed at a later date
- Funding for the upcoming Instructor training (4 members northern Quebec) will be provided by the Kativik Regional Government and reimbursed by CCGA Quebec.

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Location of New CCGA Units 2016 Nunavut and Nunavik

- Location of new units for this coming season will be in coordination with the respective CCGA region and vetted through the respective JRCC
- A short list has been sent to Ottawa however it can be modified to meet the program needs

Phase training and ride checks

- The BOD C&A has modified the current requirements to allow new units to become operational once phase 1 has been completed, I would also recommend a ride check to complete this process.
- Nunavik will require ride checks with the 6 new units to assess the current levels of training so that additional formal classroom training can be delivered during the coming season.
- Program requirements require a co-teach program for new instructors, discussions will be needed with both regions so that this is completed

Funding 2016

- Central region CCGA has completed the forecast spending for 2016 and submitted a 2016/2017 budget which will be reviewed with the program manager and discussed with the respective CCGA region
- Quebec CCGA did not utilize all funding allocated for 2016; the current surplus is above 9k and will need to be transfer back as it can't be moved into the 2016/2017 funding. I have received a budget from CCGA Quebec and it will be reviewed with the program manager and discussed with the respective CCGA region.

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CANADIAN COAST GUARD AUXILIARY

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CCGA (C&A) Instructor Candidate's Signature: [redacted]

CCGA (C&A) Number: [redacted]

Date: May 6th, 2016

Witness's Name (Please Print) [redacted]

Witness's Sign [redacted]

Date: 05 MAY 16

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CCGA (C&A) Instructor Candidate's Signature: [redacted]

CCGA (C&A) Number: [redacted]

Date: May 6, 2016

Witness's Name (Please Print): [redacted]

Witness's Signature: [redacted]

Date: ~~05~~ MAY 06

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CCGA (C&A) Instructor Candidate's Signature: [redacted]

CCGA (C&A) Number: [redacted]

Date: 6 May 2016

Witness's Name (Please Print): [redacted]

Witness's Signature: [redacted]

Date: May 6 / 2016

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CCGA (C&A) Number:_____

Date:_____ May 6, 2016

Witness's Name (Please Print):_____

Witness's Signatu_____

Date:_____ MAY 6 2014

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CCGA (C&A) Instructor Candidate's Signature:_____

CCGA (C&A) Number:_____

Date: May 6, 2016

Witness's Name (Please Print)_____

Witness's Signature_____

Date 05 MAY 16

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CCGA (C&A) Instructor Candidate's Signature:_____

CCGA (C&A) Number:_____

Date: 16/05/06

Witness's Name (Please Print):_____

Witness's Signature:_____

Date: MAY 6 / 2016

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To [insert instructor candidate name here]:

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CCGA (C&A) Number:_____

Date:_____

Witness's Name (Please Print):_____

Witness's Signature:_____

Date:_____

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Arctic Search and Rescue & Expanding CCG Auxiliary in the Arctic

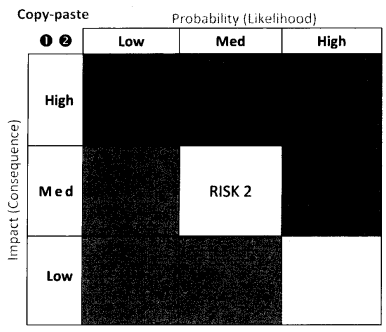
OPI: Peter Garapick, Project Manager, C&A Region
Tara Bellefontaine

Desired Outcome

Coast Guard will conduct a review of maritime SAR requirements in coastal Arctic communities that currently lack SAR resources and will not be captured by the enhanced Auxiliary component of the project. The goal of this review is to determine marine SAR requirements and the most suitable, cost-effective options for further enhancing the marine SAR response capacity in the Arctic.

Main Deliverables for 2016-17		Status		Progress / Issues
Yearly Milestone • Review maritime SAR requirements in the arctic communities. • Expand the CCGA's presence in the Arctic.	Q1 Deliverable		**On Track**	Status Against Deliverables Attended Northern Round Table in Churchill MB – discussion on Northern Search and Rescue and issues surrounding current programs. Attended TTX USCG Anchorage Alaska – Crystal Cruises (Serenity) CCGA Instructor training program Nunavik – addition of 4 new program instructors in Nunavik Ongoing program review and consultations with northern partners and CCGA Central and Quebec regions.
	Q2 Deliverable • Continue engagement with coastal Arctic communities • Identification of communities to be brought into CCGA membership	Q2	*Choose an item.*	Status Against Deliverables
	Q3 Deliverables • Identify marine risks not currently mitigated by the SAR system • Oversee CCGA training of new Arctic members	Q3	*Choose an item.*	Status Against Deliverables
	Q4 Deliverables • Report on engagement and marine risks to identify recommendations • New Arctic SAR marine units operating as CCGA in the Arctic	Q4	*Choose an item.*	Status Against Deliverables

Risks Ratings



Risks and Mitigation Strategies

Risk ❶	Suitable vessels are required in Nunavut that meet the functional requirements for Search and Rescue in northern waters, this will have a high level impact on the program as the vessels are need prior to the development of any CCGA unit. Without suitable vessels the community can't be considered for application into the CCGA.
Mitigation Measures	
Risk ❷	Additional time may be required to complete the CCGA training for all new identified units within the NWP, this could impact the number of operational units within Nunavut and Nunavik and the ability of the CCGA to creating and maintain units north of 60.
Mitigation Measures	

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s.19(1)

Charter Quotation

Quote Number: 4027
Date Requested: 07/05/2016
Salesperson: [redacted]
Travel Date(s): 07/18/2016 - 07/20/2016
Aircraft: C-FCGW - KING AIR 200
Page: 1 of 2

AIR NUNAVUT
Iqaluit Airport
P.O. Box 1239
Iqaluit, Nunavut X0A 0H0
867-979-4018 / info@airnunavut.ca

Prepared For

Canadian Coast Guard / DFO-MPO
Mark Gagnon
401 King Street West
PO Box 1000
Prescott, ON K0E 1T0

Attention: Mark Gagnon
Phone: 519-331-4985
Fax:
Email: mark.gagnon@dfo-mpo.gc.ca

Date	ETD	Departure City	Arrival City	ETA	Pax	ETE	SM
07/18/2016	11:30 AM	KUUJJUAQ (CYVP)	IVUJIVIK (CYIK)	01:24 PM	0	01:54	441
07/18/2016	06:00 PM	IVUJIVIK (CYIK)	SALLUIT (CYZG)	06:30 PM	0	00:30	75
07/19/2016	01:30 PM	SALLUIT (CYZG)	KANGIQSUJUAQ (CYKG)	02:12 PM	0	00:42	129
07/20/2016	03:00 PM	KANGIQSUJUAQ (CYKG)	KUUJJUAQ (CYVP)	04:12 PM	0	01:12	270
						04:18	915

	Qty	Rate	Amount
SUBTOTAL			29,367.00
GST			1,468.35
GRAND TOTAL			**$30,835.35**

Disclaimer(s)

Quote is subject to aircraft availability
PAYMENT: Unless specified, full payment is due prior to aircraft departure for all charters.
METHOD OF PAYMENT: Wire Transfer, Cheque, Visa, Mastercard or American Express (credit card payments subject to 3% administration fee).
PAYMENT BY CHEQUE: Payable to Air Nunavut Ltd / Address: 1190 Keith Ross Drive, Oshawa, Ontario L1H 7K4
ADDITIONAL: CARS Call-Outs; Weather Observation and/or Runway Maintenance Call-Outs; Aircraft De-Icing; Specific Catering (if requested); and Route Deviations or Overnights due to unforeseen circumstances will be billed at an additional cost.
DESTRUCTION OF PROPERTY: Any damage to Air Nunavut property or any act of vandalism in any manner will be charged back to the client and/or signing authority.

CANCELLATION TERMS:
Within 48 hours of the planned departure, 50% of the total contract price.

Your signature below constitutes your confirmation and agreement to this charter contract:

PRINT NAME: J.P. Sharp DATE: 11/07/2016

SIGNATURE:

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s.19(1)

AIR NUNAVUT

Iqaluit Airport
P.O. Box 1239
Iqaluit, Nunavut X0A 0H0
867-979-4018 / info@airnunavut.ca

Charter Quotation

Quote Number: 4027
Date Requested: 07/05/2016
Salesperson: [redacted]
Travel Date(s): 07/18/2016 - 07/20/2016
Aircraft: C-FCGW - KING AIR 200
Page: 2 of 2

Prepared For

Canadian Coast Guard / DFO-MPO
Mark Gagnon
401 King Street West
PO Box 1000
Prescott, ON K0E 1T0

Attention: Mark Gagnon
Phone: 519-331-4985
Fax:
Email: mark.gagnon@dfo-mpo.gc.ca

This is a Confidential Charter Quote

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Public Works and Government Services Canada | Travaux publics et Services gouvernementaux Canada

Call-up Against a Standing Offer
Commande subséquente à une offre à commandes

Ship to - Expédier à

Canadian Coast Guard
520 Exmouth St, Sarnia On
N7T 8B1

F2585

N7T 8B1

Supplier - Fournisseur

Air Nunavut
Iqaluit Airport
P.O Box 1239
Iqaluit, Nunavut
X0A OHO

To the supplier: The standing offer identified below is accepted as follows: You are required to supply the goods or services, or both, shown below at the prices or on the pricing basis stated and in accordance with the other conditions stated in the standing offer. Only goods or services, or both, included in the standing offer will be supplied in the call-up against the standing offer.

Au fournisseur: L'offre à commandes indiquée ci-dessous est acceptée selon les modalités suivantes : Vous devez fournir les biens ou les services, ou les deux, indiqués ci-dessous selon les prix ou la base de tarification établie, et conformément avec les autres conditions stipulées dans l'offre à commandes. Seuls les biens ou les services, ou les deux, inclus dans l'offre à commandes seront fournis dans la commande subséquente à l'offre à commandes.

Security: The call-up includes security provisions.
Sécurité : La demande comprend des exigences en matière de sécurité.

☑ NO / NON ☐ YES / OUI — If YES, attach a SRCL to the call-up / Si OUI, joindre une LVERS à la demande

Invoices must be sent in accordance with - Les factures doivent être envoyées selon :

☐ The detailed instructions in the standing offer / Les instructions détaillées dans l'offre à commandes
☑ The address shown in the "Ship to" block / L'adresse indiquée dans la case « Expédier à »
☐ Special instructions below / Les instructions particulières ci-dessous

Each shipment must be accompanied by a packing or delivery slip. All invoices, bills of lading and packing slips must show the following reference numbers.

Chaque expédition doit être accompagnée d'un bordereau d'emballage ou de livraison. Les factures, connaissements et bordereaux d'emballage doivent tous porter les numéros de référence suivants.

Financial Code(s) - Code financier(s): C9540 R14 120 0526 9HW35 6

Standing Offer No. - N° de l'offre à commandes	Requisition No. - N° de demande: Order. Off. - Bur. dem.	YY - AA	Serial No. - N° de série	Client Reference No. (optional) / N° de référence du client (facultatif)
E60SQ-020001/024/SQ				

The representative of the Identified User signing the call-up form must indicate his or her physical address. This address will constitute the address most connected with the supply and will determine, where applicable, the place of supply for this procurement.
Le représentant de l'utilisateur désigné qui signe le formulaire de commande subséquente doit indiquer son adresse municipale, qui constituera l'adresse la plus associée à l'approvisionnement et qui déterminera, le cas échéant, le lieu d'approvisionnement pour cette commande.

Amendment No. / N° de modification	Previous Value ($) / Valeur précédente ($)	Value of increase or decrease ($) / Valeur de l'augmentation ou diminution ($)	Total estimated expenditures or revised / Total des dépenses estimatives ou révisées
		30,835.35	30,835.35

Item No. / N° de l'article	NATO Stock No. / Item Description / N° de nomenclature de l'OTAN / Description de l'article	U. of I. / U. de d.	Quantity / Quantité	Unit Price / Prix unitaire ($)	Extended Price / Prix calculé ($)
	See attached Quote from Air Nunavut	1	1.00	30835.35	30,835.35

Special Instructions - Instructions particulières

Total 30,835.35

For further information, call - Pour renseignements supplémentaires, contacter

Name - Nom	Telephone No. - N° de téléphone	Delivery required by - Livraison requise le (YYYY-MM-DD) (AAAA-MM-JJ)
Mark Gagnon	(519) 331-4985	2016-07-18

For internal purposes only - Pour usage interne seulement

Pursuant to subsection 32(1) of the *Financial Administration Act*, funds are available.
En vertu du paragraphe 32(1) de la *Loi sur la gestion des finances publiques*, des fonds sont disponibles.

Signature (Mandatory - Obligatoire) | Date (YYYY-MM-DD - AAAA-MM-JJ)

Approved for the Minister - Approuvé pour le Ministre

Signature (Mandatory - Obligatoire) | Date (YYYY-MM-DD - AAAA-MM-JJ): 2016/07/13

Canada

PWGSC-TPSGC 942 (01/2014)

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Garapick, Peter

From: Gagnon, Mark
Sent: October-04-16 14:02
To: Garapick, Peter
Subject: RE: New CGA Units - Arctic s.16(2)

Currently we have I new unit as part of the project with 3 more units that should be available come spring

- Kuujjuaq has been accepted by CCGA-Q and is operational (2 new CCGA instructors are part of this unit)
- Kangiqsujuaq – 1 CCGA members have been trained to date and 6 new members have been accepted into the CCGA – training of 2 unit members has been proposed for November in Sorel – Vessel should be online by June
- Gjoa Haven – vessels have been accepted by the BOD CCGA C&A Phase one training will take place this winter and on water in spring once complete the unit will be online and task able (June 2017)
- Churchill – vessels have been accepted into the CCGA and will be provided training this winter - unit will be operational spring 2017
- Instructor training for Nunavut and Nunavik is scheduled for spring of 2017 with the addition of 6 instructors for Nunavut and 2 additional Instructors for Nunavik, date have yet to be determined.

Several other communities have expressed an interest in joining the CCGA, however they are not on the training list or the activation list due to the lack of a suitable community vessel for the unit.

Regards

-

Mark Gagnon
Search and Rescue Training Officer / Agent de formation, Recherche & Sauvetage
Canadian Coast Guard / Garde Côtière Canadienne
Central and Arctic Region / Région du Centre et de L'Arctique
520 Exmouth Street / 520, Rue Exmouth
Sarnia, Ontario
N7T 8B1
Cell [redacted]

mark.gagnon@dfo-mpo.gc.ca

Privacy and Confidentiality Notice: The information contained in this e-mail is intended only for the recipient(s) to whom it is addressed. Its contents (including any attachments) may contain confidential and/or privileged information. If you are not an intended recipient you must not use, disclose, disseminate, copy or print its contents. If you receive this e-mail in error, please notify the sender by reply to this e-mail and delete and destroy the message.

Avis sur la protection des renseignements personnels et sur la confidentialité : Les renseignements contenus dans ce courriel sont destinés exclusivement à son (leurs) destinataire(s). Son contenu (y compris toute pièce jointe) peut renfermer de l'information confidentielle et/ou protégée. Si vous ne faites pas partie de la liste des destinataires, vous ne devez, en aucune façon, utiliser, divulguer, copier ou imprimer son contenu. Au cas où vous recevriez ce courriel par erreur, veuillez en informer l'expéditeur en répondant à ce courriel et effacer et détruire le message.

From: Garapick, Peter
Sent: October-04-16 1:46 PM
To: Gagnon, Mark; Vézina, Sylvain
Subject: New CGA Units - Arctic

Mark, can you reply to Sylvain and me and confirm the new and fully operational units in the arctic.
Also, please indicate which ones will be on line in the coming weeks or months

Peter Garapick

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Superintendent, Search & Rescue | *Surintendant, Recherche & sauvetage*
Canadian Coast Guard | *Garde côtière canadienne*

Tel: work/*bureau*: (519) 383-1973 | fax: (519) 383-1991 | cell/*portable*:
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca
Central and Arctic Region | *Région du Centre et de l'Arctique*
Fisheries and Oceans Canada | *Pêches et Océans Canada*
520 Exmouth Street SARNIA ON N7T 8B1 |*520 rue Exmouth SARNIA ON N7T 8B1*
Government of Canada | *Gouvernement du Canada*

s.16(2)

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Pêches et Océans Canada | Fisheries and Oceans Canada
Garde côtière canadienne | Canadian Coast Guard

[redacted] s.19(1)

Hamlet of Paulatuk
hopaulatuk@gmail.com
867.580.3531

2016.10.07

Peter Garapick
Superintendent, Search and Rescue
Canadian Coast Guard, Central & Arctic Region
peter.garapick@dfo-mpo.gc.ca
519.312.4552

Dear [redacted]

The Canadian Coast Guard has undertaken a study to evaluate the level of activity of boating in Arctic communities, the risks associated with those boating activities and the demand for Search and Rescue response, either locally or from greater distances.

In order to understand the nature of activities and risks for boaters in the Arctic, we are travelling to communities across the north to speak with community leaders, those who use boats for various activities as well as members of the community who may be part of a first-responder group. To date we have visited communities in Nunavik, Nunavut and now want to speak with members of the 6 hamlets of the NWT that are on the Mackenzie River Delta or Arctic Ocean.

On Wednesday, October 19, in the afternoon, we would like to visit Paulatuk and meet with you, Mayor Ray Ruben Sr. as well as with members of the hamlet who are interested in telling us what it is like to boat in the area and also to those who become involved in search and rescue efforts for boaters who find themselves in need of assistance.

Ultimately, I want to learn how working with the community, the Canadian Coast Guard can enhance safety for people venturing out on the water in boats and also how together we can provide assistance to members of the community who carry out the search and rescue efforts on the water.

I hope to be in contact with on Tuesday, October 11th to confirm if a meeting can be arranged in your community on the date and time noted above.

Regards,

Peter Garapick

Canada

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s.19(1)

Community Visits Program 2016

Community	Visits Program	CCGA unit	Evaluations	Training	Contacts	Other Information
Iqaluit	Yes – meeting with local vessel owner follow up required – additional meeting November 18th 2016	No			Nunavut Emergency Management	Previous location of CCGA unit – unit no longer exists
Pangnirtung	Yes Unit will require update to training program –	Yes	Required 2017 on water evaluation required (ride check) – not completed in 2016	Required 2017 additional training and members requested by community		
Qikiqtarjuaq Broughton Island	Yes November 15th 2016	No				Planned visit Charter #2 Nov 15th Peter, Harvey Cathy, Shannon, Chris
Kangiqtugaapik Clyde River	Yes November 15th 2015 – Mark Peter, Adam	No	Second visit November 14th 2016 – Peter Shannon, Cathy Harvey and Chris			Two community vessels available
Mittimatalik Pond Inlet	Yes November 15th 2015 Peter, Mark and Adam	No	Follow up required with community			Vessels required
Tununirusiq Arctic Bay	Yes March 22nd 2016 Mark, Shannon Brenda	No				Vessels required
Aujuittuq Grise Fiord	Yes November 16th 2016	No				Planned visit charter #2 Peter, Harvey, Cathy Shannon, Chris
Quaasuittuq Resolute Bay	No Novermber 17th 2016	No				Possible site visit charter #3
Naujaat Repulse Bay	No	No				Visit Required
Kingait Cape Dorset	Yes Meeting with local SAR members – vessel required for community unit –	No				Possible unit available one vessel privately

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Community Visits Program 2016

	one privately owned vessel is available					owned
Salliq	No	No				Visit required
Taloyoak	No	No				
Igloolik	Yes November 17th 2015 Peter, Mark Adam	No	Unit required due to high incident rate second visits November 17th 2016 no meeting with community			Vessels required JRCC reports High SAR incident rate
Kugaaruk Pelly Bay	No	No				Visit required
Igluigaarjuk Chesterfield Inlet	No	No				Visit required
Qamanituuq Baker Lake	No	No				Visit required
Kangiqtiniq Rankin Inlet	Yes	Yes	Required 2017 – Ride check required	Additional CCGA members are need at this unit		Two operational vessel available – unit would like to take the old RCMP vessel of the tasking list
Tikirarjuaq Whale Cove	Yes Community meetings completed with support from the local government March 9th 2016	No				Would suggest this community is brought online – vessels will have to be inspected Mark, Shannon, JP Brenda
Arviat	Yes Community visit March 10th 2016 – Mark, JP, Shannon and Brenda	No	Unit recommended community needs new engines for vessel follow-up required			The community has ordered new engines for the community vessel – follow up required
Churchill	Yes Community visits program completed June 2016 (northern round table) Peter, Mark - Phil Walker	Approved		Winter 2017 – community meetings have taken place and vessels approved by CCGA – Phase 1 Training to follow winter 2017		Request from Parks Canada to add CCGA unit – local charter company will provide vessels once approved by the CCGA BOD- this unit has been accepted into the CCGA

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Community Visits Program 2016

Gjoa Haven	Yes Community visits program March 10th 2016 – Mark, JP, Shannon and Brenda	Approved		Winter 2017 – this community has been accepted by the CCGA		Community has submitted vessels to the CCGA and they have been accepted as a new unit
Coral Harbour	No	No				Visit required
Aklavik	Yes Community visits program Oct 18 2016	Yes		Winter training program district meeting March 2017		Current CCGA unit – requires training update winter 2017
Kugluktuk	Yes community visit 2017 - date TBD	Yes		Winter training program district meeting March 2017		Current CCGA unit – training updates required
Cambridge Bay	Yes community visits 2017 – date TBD	Yes	Five year update required ?	Winter training program district meeting March 2017		Current CCGA unit – training required

<u>Charter #1 February 8th- 12th Northern Quebec Air Nunavut</u>

- Peter Garapick Canadian Coast Guard
- Mark Gagnon Canadian Coast Guard
- [redacted] – Canadian Coast Guard Auxiliary
- Adam Erland – Canadian Coast Guard
- Craig Lingard – Kativik Regional Government Civil Security Coordinator
- Michel Martin – Kativik Regional Government Police

<u>Hotels</u>

- Kuujjuaq Inn Auberge 819 964 2903
- Kangiqsujuaq Inn 819 338 3232

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Community Visits Program 2016

- Kuujjuarapik – Federation Co-op Northern Quebec 866 336 2667

Charter #2 March 3rd – 9th Churchill to Rankin Inlet Air Nunavut

- Peter Garapick – Canadian Coast Guard
- Mark Gagnon – Canadian Coast Guard
- Tara Bellefontaine – Canadian Coast Guard
- Canadian Coast Guard JRCC Trenton / Halifax
- Shannon Laird – Canadian Coast Guard Auxiliary
- Officer from Protection Services Nunavut

Hotels

Churchill MB

- Aurora Inn 204 675 2071
- Northern Lights Lodge 204 675 2403
- Polar Inn 204 675 8878

Rankin Inlet

- Siniktarvik Conference Centre 867 645 2807
- Turaavik Inn North 867 645 4955

Baker Lake

- Nunamiut Lodge 867 793 2127
- Inns North Iglu Hotel 867 793 2801

Carter #3 March 16th – 21st Iqaluit – Arctic Bay – Air Nunavut

- JP Sharp
- Mark Gagnon
- Shannon Laird
- Brenda Panipakoocho

Hotels Iqaluit

- Frobisher Inn 867 979 2222

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Community Visits Program 2016

- Discovery Lodge 867 879 4433

Regional Council Meeting Kuujjuaq February 22nd – 24th s.19(1)

- Harvey Vardy – CCG lead
- Mark Gagnon - CCG
- [redacted] – CCGA Quebec
- Louis Melancon – CCGA Quebec

CCG – CCGA will provide an overview of the New Arctic program which will be phased in over the next several years. Topics to be covered should include membership requirements, vessel requirements, training CCGA program overview and new program equipment to be provided. (This section will expand prior to the meeting)

Hotel - Kuujjuaq Inn Auberge 819 964 2903

Iqaluit Community Meetings Saturday February 27th 28th

The meeting is to provide the local community leaders and SAR society's member information regarding the expansion of the Canadian Coast Guard Auxiliary into Arctic Communities. The communities listed below will be provide with the opportunity to take part in the meetings which will take place in Iqaluit Nunavut a formal request will be issues by this office once approved.

Funding required to bring one representative from each of the communities listed will be set at 5k. This will include return flights, accommodation and meals in Iqaluit for the duration of the event.

Community List

Arviat	Arctic Bay	Cape Dorset	Chesterfield Inlet
Clyde River	Coral Harbour	Gjoa Haven	Hall Beach
Igloolik	Kugaaruk	Pond Inlet	Whale Cove
Pangnirtung (CCGA)	Rankin Inlet – (CCGA)	Kugluktuk – (CCGA)	Cambridge Bay – (CCGA)

Arctic District Meeting Yellowknife March 11th- 13th

- JP Sharp
- Mark Gagnon
- Shannon Laird CCGA

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Community Visits Program 2016

Community	Visits Program	CCGA unit	Evaluations	Training	Contacts	Other Information
Iqaluit	Yes – meeting with local vessel owner follow up required – additional meeting November 18th 2016	No	Nothing to date	Training package required winter 2019	Nunavut Emergency Management	Previous location of CCGA unit – unit no longer exists – new vessel should be online for 2019 season
Pangnirtung	Yes Unit will require update to training program – SAR operations only and Phase for new members	Yes	Required 2017 on water evaluation required (ride check) – not completed in 2016	Required 2017 additional training and members requested by community		Additional members required
Qikiqtarjuaq Broughton Island	Yes November 15th 2016	No				Planned visit Charter #2 Nov 15th Peter, Harvey Cathy, Shannon, Chris
Kangiqtugaapik Clyde River	Yes November 15th 2015 – Mark Peter, Adam	Yes	Second visit November 14th 2016 – Peter Shannon, Cathy Harvey and Chris			Two community vessels available
Mittimatalik Pond Inlet	Yes November 15th 2015 Peter, Mark and Adam	No 2019	Follow up required with community			Vessels required
Tununirusiq Arctic Bay	Yes March 22nd 2016 Mark, Shannon Brenda	No 2019				Vessels required
Aujuittuq Grise Fiord	Yes November 16th 2016	No				Planned visit charter #2 Peter, Harvey, Cathy Shannon, Chris
Quaasuittuq Resolute Bay	No Novermber 17th 2016	No				Possible site visit charter #3
Naujaat Repulse Bay	No	No				Visit Required
Kingait Cape Dorset	Yes Meeting with local SAR members – vessel required for community unit – one privately owned vessel is	No				Possible unit available one vessel privately owned

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s.19(1) Community Visits Program 2016

	available					
Salliq	No	No				Visit required
Taloyoak	No	No				
Igloolik	Yes November 17th 2015 Peter, Mark Adam	No	Unit required due to high incident rate second visits November 17th 2016 no meeting with community			Vessels required JRCC reports High SAR incident rate - new CCGA unit 2019
Kugaaruk Pelly Bay	No	No				Visit required
Igluigaarjuk Chesterfield Inlet	No	No				Visit required
Qamanituuq Baker Lake	No	No				Visit required
Kangiqtiniq Rankin Inlet	Yes	Yes	Required 2017 – Ride check required	Additional CCGA members are need at this unit		Two operational vessel available – unit would like to take the old RCMP vessel of the tasking list – new ICB 2018 – IRB station opened 2018
Tikirarjuaq Whale Cove	Yes Community meetings completed with support from the local government March 9th 2016	No				Would suggest this community is brought online – vessels will have to be inspected Mark, Shannon, JP Brenda
Arviat	Yes Community visit March 10th 2016 – Mark, JP, Shannon and Brenda	No	Unit recommended community needs new engines for vessel follow-up required			The community has ordered new engines for the community vessel – follow up required
Churchill	Yes Community visits program completed June 2016 (northern round table) Peter, Mark - Phil Walker	Approved		Winter 2017 – community meetings have taken place and vessels approved by CCGA – Phase 1 Training to follow winter 2017		Request from Parks Canada to add CCGA unit – local charter company will provide vessels once approved by the CCGA BOD- this unit has been accepted into the CCGA

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Community Visits Program 2016

Gjoa Haven	Yes Community visits program March 10th 2016 – Mark, JP, Shannon and Brenda	Approved		Winter 2017 – this community has been accepted by the CCGA		Community has submitted vessels to the CCGA and they have been accepted as a new unit
Coral Harbour	No	No				Visit required
Aklavik	Yes Community visits program Oct 18 2016	Yes		Winter training program district meeting March 2017		Current CCGA unit – requires training update winter 2017 – 2018 Arctic director
Kugluktuk	Yes community visit 2017 – no completed	Yes		Winter training program district meeting March 2017		Current CCGA unit – training updates required – ACEET visit 2018
Cambridge Bay	Yes community visits 2017 – SAREX and Phase Training	Yes	Five year update required – completed	Winter training program district meeting March 2017 BOD meeting		Current CCGA unit – training required completed – ACEET visit

<u>Charter #1 February 8th- 12th Northern Quebec Air Nunavut</u>

- Peter Garapick Canadian Coast Guard
- Mark Gagnon Canadian Coast Guard
- [redacted] – Canadian Coast Guard Auxiliary
- Adam Erland – Canadian Coast Guard
- Craig Lingard – Kativik Regional Government Civil Security Coordinator
- Michel Martin – Kativik Regional Government Police

<u>Hotels</u>

- Kuujjuaq Inn Auberge 819 964 2903

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Community Visits Program 2016

- Kangiqsujuaq Inn 819 338 3232
- Kuujjuarapik – Federation Co-op Northern Quebec 866 336 2667

Charter #2 March 3rd – 9th Churchill to Rankin Inlet Air Nunavut

- Peter Garapick – Canadian Coast Guard
- Mark Gagnon – Canadian Coast Guard
- Tara Bellefontaine – Canadian Coast Guard
- Canadian Coast Guard JRCC Trenton / Halifax
- Shannon Laird – Canadian Coast Guard Auxiliary
- Officer from Protection Services Nunavut

Hotels

Churchill MB

- Aurora Inn 204 675 2071
- Northern Lights Lodge 204 675 2403
- Polar Inn 204 675 8878

Rankin Inlet

- Siniktarvik Conference Centre 867 645 2807
- Turaavik Inn North 867 645 4955

Baker Lake

- Nunamiut Lodge 867 793 2127
- Inns North Iglu Hotel 867 793 2801

Carter #3 March 16th – 21st Iqaluit – Arctic Bay – Air Nunavut

- JP Sharp
- Mark Gagnon
- Shannon Laird
- Brenda Panipakoocho

Hotels Iqaluit

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Community Visits Program 2016

- Frobisher Inn 867 979 2222
- Discovery Lodge 867 879 4433

Regional Council Meeting Kuujjuaq February 22nd – 24th

s.19(1)

- Harvey Vardy – CCG lead
- Mark Gagnon - CCG
- [redacted] – CCGA Quebec
- Louis Melancon – CCGA Quebec

CCG – CCGA will provide an overview of the New Arctic program which will be phased in over the next several years. Topics to be covered should include membership requirements, vessel requirements, training CCGA program overview and new program equipment to be provided. (This section will expand prior to the meeting)

Hotel - Kuujjuaq Inn Auberge 819 964 2903

Iqaluit Community Meetings Saturday February 27th 28th

The meeting is to provide the local community leaders and SAR society's member information regarding the expansion of the Canadian Coast Guard Auxiliary into Arctic Communities. The communities listed below will be provide with the opportunity to take part in the meetings which will take place in Iqaluit Nunavut a formal request will be issues by this office once approved.

Funding required to bring one representative from each of the communities listed will be set at 5k. This will include return flights, accommodation and meals in Iqaluit for the duration of the event.

Community List

Arviat	Arctic Bay	Cape Dorset	Chesterfield Inlet
Clyde River	Coral Harbour	Gjoa Haven	Hall Beach
Igloolik	Kugaaruk	Pond Inlet	Whale Cove
Pangnirtung (CCGA)	Rankin Inlet – (CCGA)	Kugluktuk – (CCGA)	Cambridge Bay – (CCGA)

Arctic District Meeting Yellowknife March 11th- 13th

- JP Sharp
- Mark Gagnon
- Shannon Laird CCGA

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Overview

The Arctic SAR project is comprised of two parts; the first is solely the responsibility of the CCG and is the evaluation of boating activity in/around a community, the risks associated with that activity, as well as the SAR capability of the community to respond in the event someone needs assistance on the water. The second part of this project is shared by CCG and CG Auxiliary and is enhancement of the SAR capability in communities through the expansion of the CCG Auxiliary across the Arctic.

The 2-year project began in the summer of 2015 with the announcement of an additional $500K in Grant and Contribution funds for CCG Auxiliary operations. The objectives of the project is to visit the 14 ocean based communities in Nunavik, 25 in Nunavut and 6 in NWT, evaluate each as described above but most importantly, meet members of the communities (i.e. mayor, Senior Administration Officer (SAO), hunters, fishers, trappers, police, Rangers, first responders and boaters) to determine if a CG Auxiliary unit can be established in the community.

Community visits have been made by a team comprised of CCG and CGA personnel and both aspects of the project have been actioned during one visit. If the community is deemed capable and is motivated to become a member of the CGA, after on-going communications, a second visit is carried out to sign up members and plan training.

Current Status

Before the project commenced, there were 7 CG Auxiliary units on the Arctic Ocean waters – Pangnirtung, Rankin Inlet, Cambridge Bay, Kugluktuk, Tuktoyaktok, Inuvik, and Aklavik – with over 70 members. As of November 2016, 34 communities have been visited with the vast majority having been very interested and enthusiastic about becoming part of the National SAR System. If they were not interested or enthusiastic it was because they were not at all familiar with the CG Auxiliary or did not have an organised SAR capability within their community. Our strategy there is for CG to continue dialogue about boating safety, SAR response and to generate community interest so the community invites the CGA back for membership discussions.

New units have been established in Kuujjuaq, Kangirsujuaq (Nunavik) and Gjoa Haven (Nunavut). A unit has also been established in the Inuit/Dene/Cree community of Churchill (Manitoba) with the support of Parks Canada. Additional units are expected to be operational for next season in Arviat, Clyde River, Qikiktarjuaq, Iqaluit, Pond Inlet, Resolute (Nunavut), Ulukhaktuk, Paulatuk (NWT) and Kangisuk, Quataq and Salluit (Nunavik). This number may increase pending the amount of training that can be provided to the enthusiastic new members of many communities. The number of CGA members is now over 140 in Arctic waters.

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Training

The training of members is based on a new CG Aux created training program certified by Transport Canada for SVOP and MED A3. There are 2 phases to the training program; each phase involves 10 hours classroom and 10 hours on the water. It was designed by volunteers for volunteers so can be taught in modules a few hours a night during the week or in its entirety on a weekend.

The philosophy of the CCG and CGA is that we empower local people to not only manage and operate the CG Auxiliary units in their communities, but to become certified instructors with CGA and teach the course in their community and beyond – north and south. Some materials have already been translated into Inuktitut and the local instructors can deliver the course in either English or Inuktitut. Currently, there are 4 certified instructors in Nunavik, several from existing units in the western Arctic and more to be certified as the membership grows.

Training will be provided through the winter, taking advantage of the weather, with the 10 hour classroom sessions of Phase 1 and 2 being presented initially in January and February in Iqaluit, Kuujjuaq and Yellowknife. Later in the year when the ice departs, a classroom refresher will be given and the on-water sessions will be carried out.

The number of new operational units will be dependent on the success of the delivery of the courses – number of courses and participants available as well as by financial constraints of available G&C funding. Instruction will be supported as required by instructors from established units in the south, Quebec and Ontario and by western Arctic. Financially, in addition to the annual $500K G&C established in 2015 for Arctic CG Aux, another $300K will be available in April 2017 and a final supplement of $300K (on-going) will be available in April 2018. The $1.1 million G&C Budget *should* be sufficient to pursue full Arctic community SAR operations.

Boats

During the first year of the project, visits to communities to evaluate activity, risks and opportunities clearly revealed that a barrier to the establishment of CGA units was the availability of appropriate vessels for SAR response. Most vessels in communities are 18-24 feet, single engine and in many cases the freighter canoe is predominant. This was not a surprise and proposals to expand a potential program in the south to Arctic waters materialised in early November 2016. The Government has announced that there is $1 million / year for 4 years to provide appropriate vessels to communities that cannot identify one within. These communities must establish a CGA unit in order to be considered for this program.

While the southern "community boats" program is considering an RHI design, the Arctic SAR Project is considering a design that is more familiar to Arctic communities and perhaps more appropriate for use there. The proposal is for a 28-foot aluminum, twin engine patrol boat that many Canadian manufactures currently produce and is used by existing CGA units in the south as well as police forces. This vessel is 1/3 the price of an RHI and therefore it is possible to realise over 20 hulls being available to communities from the 4 year program.

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Next Steps

During the week of Nov 28th, the Arctic Project Team will present to the Kativik Regional Government (Nunavik) at their quarterly meeting and provide them a current picture of progress and plans for the winter. Unique to Nunavik, over 10 years ago the KRG provided each of their 14 communities dedicated rescue boats and training to the crews. These boats remain in very good condition and along with the crews are easily brought into the CG Auxiliary. While process must be followed and training undertaken, it is expected that many of the 14 communities in Nunavik could become operational for or during the 2017 boating season.

The winter months will also see the Project Team visit the remaining 10 communities yet to be visited and to return to several communities to confirm membership and expectations of membership and also to discuss the possibility of obtaining a rescue boat if no appropriate vessels can be identified within the community.

The two-year Arctic SAR project comes to an end in March 2017, however as descried above, many of the results of efforts will be realised in the spring and summer of 2017 and beyond. Funding has been requested to extend efforts already made in order to support CG Aux in their development of new units. This funding extension should be small / short with the arrival of new A-based funds for a GT-05 Arctic CGA Liaison Officer and a PM-05 Community Boats Manager.

In closing, it is important to recognize the efforts of the CG Auxiliaries of Quebec and Central & Arctic Region whose commitment to this expansion of SAR services and membership to Canadians across the Arctic has been invaluable and will be imperative to the success of the project. The realisation of an entirely separate and autonomous Arctic CG Auxiliary Region probably will not be feasible until 2-3 years as the new members will have to become experienced in all facets of running a CGA entity. This includes SAR response, administration and management duties, and responsibility for over $1 million dollars, the safety of its members on the water, the upkeep of vessels and the saving of lives of people in distress on the Arctic Ocean. Through the mentorship and support of the existing Quebec and C&A Auxiliaries, the CG Auxiliary Arctic Region will soon become the new member of the CCG and CGA family.

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Tremblay, Catherine

De: Gascon, Julie
Envoyé: 1 décembre 2016 16:58
À: Vézina, Sylvain
Cc: Di Patria, Lorie-Ann; Hilaire, Claudyne
Objet: RE: Message au CCGA

Merci je revois ca demain.

Claudyne 15 min

From: Vézina, Sylvain
Sent: Thursday, December 1, 2016 4:44 PM
To: Gascon, Julie <Julie.Gascon@dfo-mpo.gc.ca>
Subject: Message au CCGA

Allo,

J'ai préparé un ébauche de message pour la Garde côtière auxiliaire mais je ne suis pas certain du ton et de comment balancer entre leurs attentes et les nôtres?

Bonne soirée!

Sylvain

Dear members,

On November 7th, our Prime Minister announced the Oceans Protection Plan. This $1.5 billion plan has four main priority areas:

- creating a world-leading marine safety system that improves responsible shipping and protects Canada's waters, including new preventive and response measures;
- restoring and protecting the marine ecosystems and habitats, using new tools and research, as well as taking measures to address abandoned boats and wrecks;
- strengthening partnerships and launching co-management practices with Indigenous communities, including building local emergency response capacity; and,
- investing in oil spill cleanup research and methods to ensure that decisions taken in emergencies are evidence based.

Through the Oceans Protection plan, the Government of Canada will make significant investments that will contribute to strengthen the Canadian Coast Guard and the Canadian Coast Guard Auxiliary. As you probably have seen in the plan, a Canadian Coast Guard Auxiliary for the Arctic will be created and up to eight new community response boats will be available. Also, in addition to your capacity to respond to SAR emergencies, some new responsibilities could be added to your mandate in order to support the Canadian Coast Guard during pollution incidents.

While some of you may have concerns about the creation of a Canadian Coast Guard Auxiliary for the Arctic, it is important to understand that this initiative is an extension of what you are already doing and it will be implemented

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over a 5 years period. The Canadian Coast Guard recognise that C&A CCGA is playing an important role in the Arctic and we strongly believe that we can work together to increase the presence of the Auxiliary in the Arctic as well as developing the capacity of Northerners to manage their own organization. This objective will be done with a multiyear plan and we will solicit your input on how this objective can be met.

We will obtain more information in the following weeks on the Ocean Protection Plan and we will keep you informed during its implementation.

Sincerely,

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Pêches et Océans Canada | Fisheries and Oceans Canada

Garde côtière canadienne | Canadian Coast Guard

SAO John Hussy
Hamlet of Cape Dorset
muncdsao@capedorset.ca
867.897.8943

2017.01.24

Peter Garapick
Superintendent, Search and Rescue
Canadian Coast Guard, Central & Arctic Region
peter.garapick@dfo-mpo.gc.ca
519.312.4552

Dear SAO Hussy,

The Canadian Coast Guard has undertaken a study to evaluate the level of activity of boating in Arctic communities, the risks associated with those boating activities and the demand for Search and Rescue response, either locally or from greater distances.

In order to understand the nature of activities and risks for boaters in the Arctic, we are travelling to communities across the north to speak with hamlet leaders, members of the community who use boats for various activities as well as members of the community who may be part of a first-responder group. To date we have visited many communities in Nunavik, Nunavut and NWT and now look forward to visiting the Hamlet of Cape Dorset.

In the morning of Saturday, February 4, at 1100h, we would like to visit Cape Dorset and meet with members of the Hamlet Office (Mayor, yourself) as well as with members of the Hamlet's SAR Committee and local boaters (members of the HTA). We want to learn what it is like to boat in the area and how the hamlet responds with search and rescue efforts for boaters who find themselves in need of assistance.

Ultimately, we want to learn how working with the community, the Canadian Coast Guard can enhance safety for people venturing out on the water in boats and also how together we can provide assistance to members of the community who carry out the search and rescue efforts on the water.

I would like to confirm if a meeting can be arranged in your community on the day and at the time noted above; we plan to arrive at the airport on a charter at 1030h and depart at 1400h heading for Iqaluit.

I look forward to confirming with you the date, time and location of a meeting with members of the Hamlet of Cape Dorset so that we can work together to enhance safety and SAR on the water.

Regards,

Peter Garapick

Canada

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Pêches et Océans Canada | Fisheries and Oceans Canada

Garde côtière canadienne | Canadian Coast Guard

Mayor of the Hamlet of Kimmirut
saokim@qiniq.com
Tel 867.939.2247
Fax 867.939.2045

2017.01.24

Peter Garapick
Superintendent, Search and Rescue
Canadian Coast Guard, Central & Arctic Region
peter.garapick@dfo-mpo.gc.ca
Tel - 519.312.4552
Fax – 519.383.1991

Dear Mayor,

The Canadian Coast Guard has undertaken a study to evaluate the level of activity of boating in Arctic communities, the risks associated with those boating activities and the demand for Search and Rescue response, either locally or from greater distances.

In order to understand the nature of activities and risks for boaters in the Arctic, we are travelling to communities across the north to speak with hamlet leaders, members of the community who use boats for various activities as well as members of the community who may be part of a first-responder group. To date we have visited many communities in Nunavik, Nunavut and NWT and now look forward to visiting the Hamlet of Kimmirut.

In the morning of Tuesday, January 31, our group of 6 members from the CCG and the CCG Auxiliary would like to visit the Hamlet of Kimmirut and meet with members of the Hamlet Office (Mayor, SAO other councillors) as well as with members of the Hamlet's SAR Association and HTA too. We want to learn what it is like to boat in the area and how the hamlet responds with search and rescue efforts for boaters who find themselves in need of assistance.

Ultimately, I want to learn how working with the community, the Canadian Coast Guard can enhance safety for people venturing out on the water in boats and also how together we can provide assistance to members of the community who carry out the search and rescue efforts on the water.

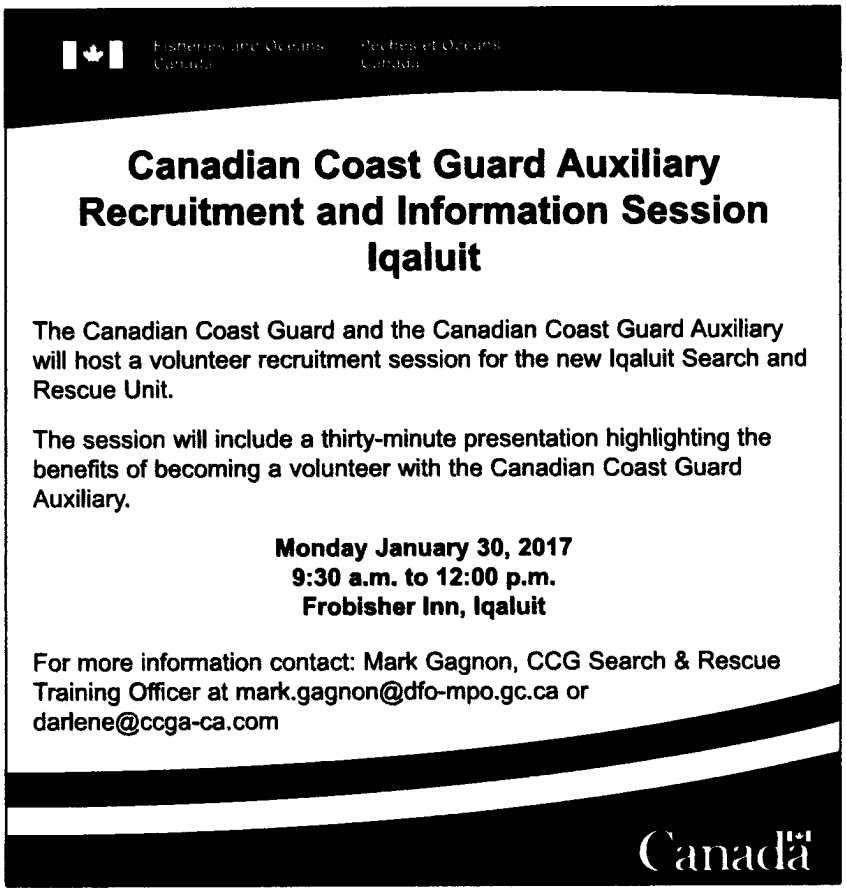
I would like to confirm a meeting in your community on Tuesday, January 31 at 1030h for about 90 minutes.

I look forward to confirming with you - regards,

Peter Garapick

Canada

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Canadian Coast Guard Auxiliary Recruitment and Information Session Iqaluit

The Canadian Coast Guard and the Canadian Coast Guard Auxiliary will host a volunteer recruitment session for the new Iqaluit Search and Rescue Unit.

The session will include a thirty-minute presentation highlighting the benefits of becoming a volunteer with the Canadian Coast Guard Auxiliary.

Monday January 30, 2017
9:30 a.m. to 12:00 p.m.
Frobisher Inn, Iqaluit

For more information contact: Mark Gagnon, CCG Search & Rescue Training Officer at mark.gagnon@dfo-mpo.gc.ca or darlene@ccga-ca.com

Canada

DOCKET NO.: 170127.100.84 **SIZE:** 4 (27p) x 66 ag
CONTACT: 1 800-263-1452 X 131 or fax to 1-800-417-2474
In Iqaluit (867) 979-1484 or fax to (867) 979-1487

444
AYAYA

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This is your approval, please check approval carefully.
Email/scan/fax your approvals back, clearly noting any errors or corrections necessary.

☐ Approved as is ☐ Please make corrections as shown

_____ Signature

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Pêches et Océans Canada | Fisheries and Oceans Canada

Séance d'information et de recrutement de la Garde côtière auxiliaire canadienne Iqaluit

La Garde côtière canadienne et la Garde côtière auxiliaire canadienne tiendront une séance en vue de recruter des bénévoles pour la nouvelle unité de recherche et sauvetage à Iqaluit.

Pendant la séance, on donnera une présentation de trente minutes soulignant les avantages de devenir un bénévole à la Garde côtière auxiliaire canadienne.

Lundi 30 janvier 2017
9 h 30 à 12 h
Frobisher Inn, Iqaluit

Pour de plus amples renseignements, communiquez avec : Mark Gagnon, agent de formation en recherche et sauvetage de la GCC, mark.gagnon@dfo-mpo.gc.ca ou darlene@ccga-ca.com

Canada

DOCKET NO.: 170127.100.84f **SIZE:** 4 (27p) x 66 ag
CONTACT: 1 800-263-1452 X 131 or fax to 1-800-417-2474
In Iqaluit (867) 979-1484 or fax to (867) 979-1487

444
AYAYA

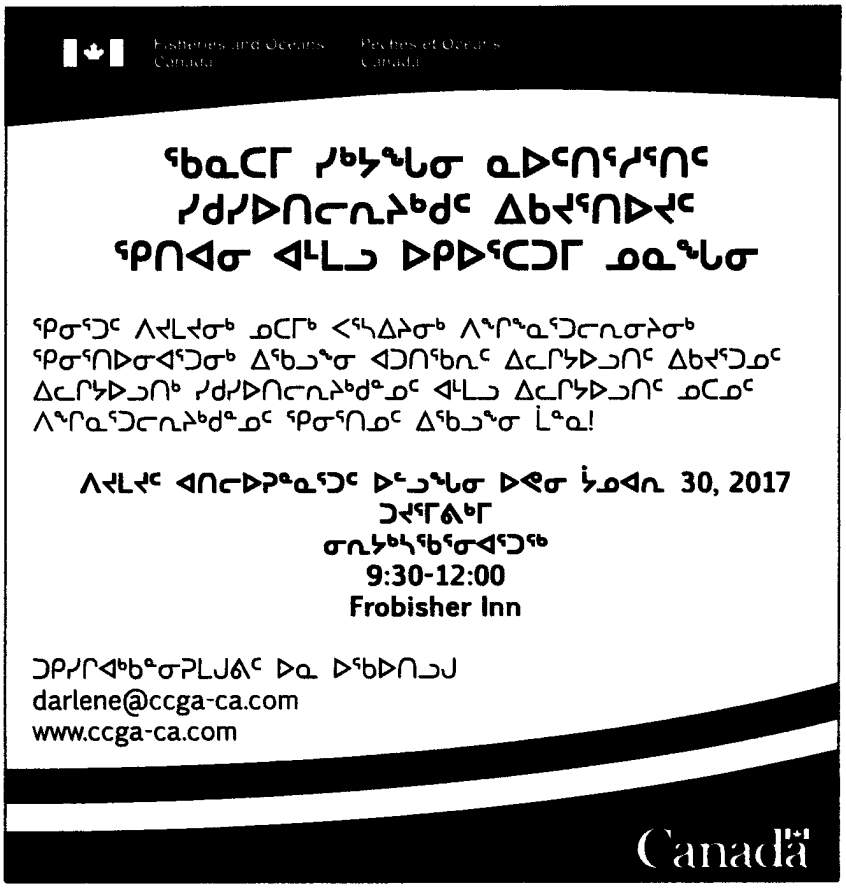
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DOCKET NO.: 170127.100.84i **SIZE:** 4 (27p) x 66 ag

CONTACT: 1 800-263-1452 X 131 or fax to 1-800-417-2474

In Iqaluit (867) 979-1484 or fax to (867) 979-1487

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AYAYA

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☐ Approved as is ☐ Please make corrections as shown

_____ Signature

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Gagnon, Mark

From: Garapick, Peter
Sent: January-24-17 12:10 PM
To: cedo_hbhamlet@qiniq.com
Cc: Gagnon, Mark
Subject: Canadian Coast Guard Search & Rescue Visit to Hall Beach
Attachments: Coast Guard - Hall Beach Visit.docx

s.16(2)
s.19(1)

Hello [redacted]

It was a pleasure speaking with you on the phone moments ago.

Attached is a letter addressed to the Mayor (Peter Siakuluk).

Perhaps we can talk again later today or tomorrow to confirm meeting plans.
I would also like to ensure that [redacted] **are aware of the meeting as they are with the SAR group in the HAmley.**

Thank you again [redacted]

Peter Garapick
Superintendent, Search & Rescue | *Surintendant, Recherche & sauvetage*
Canadian Coast Guard | *Garde côtière canadienne*

Tel: work/*bureau*: (519) 383-1973 | fax: (519) 383-1991 | cell/*portable*: [redacted]
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca
Central and Arctic Region | *Région du Centre et de l'Arctique*
Fisheries and Oceans Canada | *Pêches et Océans Canada*
520 Exmouth Street SARNIA ON N7T 8B1 |*520 rue Exmouth SARNIA ON N7T 8B1*
Government of Canada | *Gouvernement du Canada*

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Pêches et Océans Canada | Fisheries and Oceans Canada

Garde côtière canadienne | Canadian Coast Guard

Mayor Peter Siakuluk
Hamlet of Hall Beach
cedo_hbhamlet@qiniq.com
867.928.8817

2017.01.24

Peter Garapick
Superintendent, Search and Rescue
Canadian Coast Guard, Central & Arctic Region
peter.garapick@dfo-mpo.gc.ca
519.312.4552

Dear Mayor Siakuluk,

The Canadian Coast Guard has undertaken a study to evaluate the level of activity of boating in Arctic communities, the risks associated with those boating activities and the demand for Search and Rescue response, either locally or from greater distances.

In order to understand the nature of activities and risks for boaters in the Arctic, we are travelling to communities across the north to speak with hamlet leaders, members of the community who use boats for various activities as well as members of the community who may be part of a first-responder group. To date we have visited many communities in Nunavik, Nunavut and NWT and now look forward to visiting communities of the Foxe Basin.

On the morning of Friday, February 3, we would like to visit Hall Beach and meet with members of the Hamlet Office (Mayor, acting SAO) as well as with members of the Hamlet's SAR Association and boaters. We want to learn what it is like to boat in the area and how the hamlet responds with search and rescue efforts for boaters who find themselves in need of assistance.

Ultimately, I want to learn how working with the community, the Canadian Coast Guard can enhance safety for people venturing out on the water in boats and also how together we can provide assistance to members of the community who carry out the search and rescue efforts on the water.

I would like to confirm if a meeting can be arranged in your community on Friday, February 3 at 1100h. We would arrive at the airport at 1030h and would greatly appreciate transportation to the meeting place.

Look forward to confirming with you,

Regards,

Peter Garapick

Canada

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Gagnon, Mark

From: Garapick, Peter
Sent: January-24-17 12:50 PM
To: sao@repulsebay.com
Cc: Gagnon, Mark
Subject: Canadian Coast Gaurd SAR Visit to Naujatt s.16(2)
Attachments: Coast Guard - Naujatt Visit.docx

Hello Rob,

A pleasure speaking with you a few moments ago.

Please find attached a letter that outlines our visit, in terms of objective and timing.

As discussed, if the airport is near town we can certainly walk.
Is there a good place to have lunch in town that day?

Look forward to confirming the meeting and participants – your support is much appreciated.

Peter Garapick
Superintendent, Search & Rescue | *Surintendant, Recherche & sauvetage*
Canadian Coast Guard | *Garde côtière canadienne*

Tel: work/*bureau*: (519) 383-1973 | fax: (519) 383-1991 | cell/*portable*: [redacted]
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca
Central and Arctic Region | *Région du Centre et de l'Arctique*
Fisheries and Oceans Canada | *Pêches et Océans Canada*
520 Exmouth Street SARNIA ON N7T 8B1 |*520 rue Exmouth SARNIA ON N7T 8B1*
Government of Canada | *Gouvernement du Canada*

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Pêches et Océans Canada | Fisheries and Oceans Canada
Garde côtière canadienne | Canadian Coast Guard

SAO Rob Hedley
Hamlet of Naujatt
sao@repulsebay.ca
867.462.9952

2017.01.24

Peter Garapick
Superintendent, Search and Rescue
Canadian Coast Guard, Central & Arctic Region
peter.garapick@dfo-mpo.gc.ca
519.312.4552

Dear SAO Hedley,

The Canadian Coast Guard has undertaken a study to evaluate the level of activity of boating in Arctic communities, the risks associated with those boating activities and the demand for Search and Rescue response, either locally or from greater distances.

In order to understand the nature of activities and risks for boaters in the Arctic, we are travelling to communities across the north to speak with hamlet leaders, members of the community who use boats for various activities as well as members of the community who may be part of a first-responder group. To date we have visited many communities in Nunavik, Nunavut and NWT and now look forward to visiting communities of the Foxe Basin.

In the afternoon of Thursday, February 2, our group of 6 members from the CCG and the CCG Auxiliary we would like to visit the Hamlet of Naujatt and meet with members of the Hamlet Office (Mayor Malliki and yourself, other councillors) as well as with members of the Hamlet's SAR Association (Pierette Kadjuk) and general boaters too. We want to learn what it is like to boat in the area and how the hamlet responds with search and rescue efforts for boaters who find themselves in need of assistance.

Ultimately, I want to learn how working with the community, the Canadian Coast Guard can enhance safety for people venturing out on the water in boats and also how together we can provide assistance to members of the community who carry out the search and rescue efforts on the water.

I would like to confirm a meeting in your community on Thursday, February 2 at 1330h for about 90 minutes. We would arrive at the airport at 1200h and look to go to a local eatery for lunch before starting the meeting. We plan to depart at 1530h for Taloyoak for similar meetings there that evening.

Look forward to confirming with you - regards,

Peter Garapick

Canada

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Indigenous Participation in Marine Safety Operations

Arctic Search and Rescue

The Canadian Coast Guard contributes to the safety and security of Canadian waters and protection of the marine environment, and promotes Indigenous participation in its programs and services.

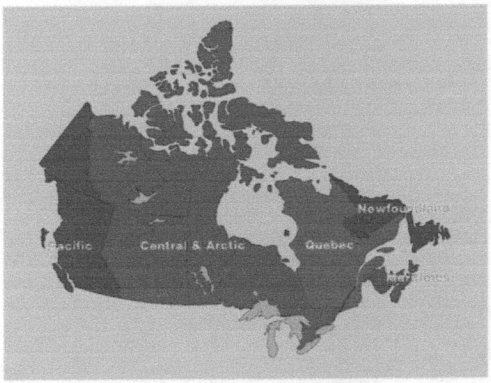
Inuit and other coastal Arctic Indigenous groups play an important role in improving marine safety in Canada by participating in marine search and rescue activities, which increases the chances of rescue for people caught in dangerous on-water situations.



What is Maritime Search and Rescue in Canada?

Search and rescue (SAR) involves the search for, and provision of aid to, persons, ships or other craft which are, or are feared to be, in distress or imminent danger. In Canada, search and rescue is a shared responsibility among federal, provincial/territorial, and volunteer SAR organizations.

The Canadian Coast Guard (Coast Guard) is responsible for the marine component of the federal SAR system, while the responsibility for aeronautical SAR rests with the Canadian Armed Forces (CAF). Coast Guard and CAF operate three Joint Rescue Coordination Centres (JRCCs) in Halifax, Trenton and Victoria, which coordinate responses to SAR incidents in areas of federal jurisdiction. Successful SAR operations rely on the appropriate location of SAR resources, highly-skilled people available to respond quickly, and standards and procedures to inform SAR planning, coordination, and vessel operations.



Coast Guard sponsors five non-profit Canadian Coast Guard Auxiliary (CCGA) regions that provide highly trained volunteer crews (over 4,000 members) using privately-owned or community-owned vessels (1,100 vessels) to respond to marine SAR incidents.

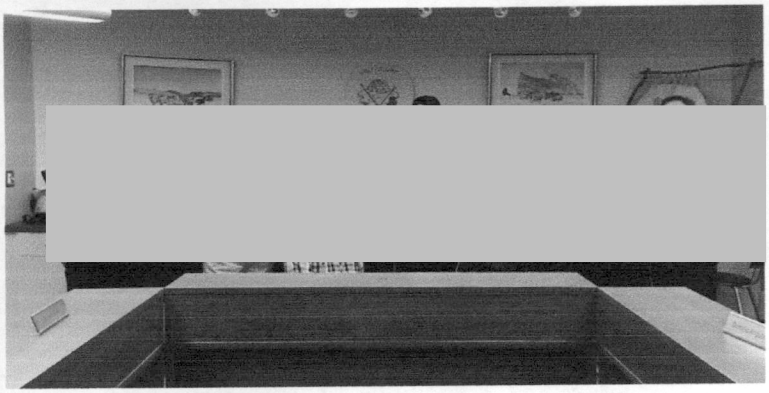
In the Arctic, maritime SAR is currently provided by Coast Guard icebreakers transiting the region, CAF air assets tasked from southern bases and community-based volunteers, either with CCGA or territorial partners.

The Arctic Search and Rescue Project

Icebreakers and aircraft coming from southern bases have to travel great distances to respond to Arctic SAR incidents and can take hours to arrive on-scene. One solution is to establish more local, capable, community-based Arctic SAR units. Most northern SAR incidents involve Inuit and other Indigenous groups and local residents who fish, hunt, or enjoy recreational activities on the coastal Arctic waters.

In October 2015, Coast Guard began a two-year Arctic SAR Project to; assess marine risks in coastal Arctic waters and to expand CCGA's presence in the Arctic. This project is being led by Coast Guard's Central and Arctic (C&A) region.

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The risk assessments will inform future marine SAR program decision-making whereas the CCGA expansion will ensure that local SAR resources and volunteers are properly trained, insured and tasked through a federal Joint Rescue Coordination Centre when responding to maritime SAR incidents.

An Arctic SAR Project team was formed in the fall of 2015 and includes members from Coast Guard SAR, CCGA Quebec and Central & Arctic regions, and Nunavut and Nunavik's Emergency Management Offices.

Before the project began, there were seven CCGA units operating on the Arctic Ocean in Pangnirtung, Rankin Inlet, Cambridge Bay, Kugluktuk, Tuktoyaktok, Inuvik, and Aklavik, plus two additional northern units on Great Slave Lake in Hay River and Yellowknife.

In November 2015, the project team began meeting with Arctic communities to achieve the following objectives: introduce communities to the marine SAR system, discuss the requirements to establish a CCGA unit in the community, and gather information for marine risk assessments. Communities that met requirements for establishing an Auxiliary unit, including a capable vessel and community members interested in becoming CCGA volunteers, were registered into the Auxiliary and members began training.

To become Auxiliary members, Arctic community members are being trained in vessel proficiency, SAR techniques, first aid, marine firefighting, marine emergency duties, seamanship and navigation. Once they have successfully completed the training, new members are certified in Small Vessel Operator Proficiency (SVOP) and Marine Emergency Duties (MED3).

Partnering with Indigenous communities for Mutual Benefit

s.19(1)

To-date, the project team has visited and engaged 45 coastal Arctic communities. Five new Auxiliary units have been established in Kuujjuaq, Kangirsujuaq (Nunavik), Gjoa Haven (Nunavut), Ulukhaktok (NWT), and in the Inuit/Dene/Cree community of Churchill (Manitoba). An additional 10 units are expected to be operational for next season (summer 2017) in Arviat, Clyde River, Qikiqtarjuaq, Iqaluit, Pond Inlet, Resolute (Nunavut), Paulatuk (NWT) and Kangirsuk, Quaqtaq and Salluit (Nunavik). This will bring the number of CCGA units operating on the Arctic Ocean to more than 20 by 2017. Relationships are being built with an ultimate goal of establishing CCGA units in every coastal Arctic community and to foster SAR awareness and promote a local marine safety culture.

This approach enables a faster local response coordinated through the federal SAR system, reducing the reliance on Coast Guard icebreakers or Royal Canadian Air Force aircraft that can be miles or hours away. It will also support safer community response to SAR incidents, marine transportation for commercial ships, cruise ships, adventurers, and locals transiting Arctic waters. Enhancements to marine safety also have the potential to increase accessibility in the Arctic to support transit of a wider variety of less expensive goods and increased economic resource development.

Community engagement sessions provided Inuit and other Indigenous community groups an opportunity to share their traditional and local knowledge of existing northern marine conditions with Coast Guard and the Auxiliary, to help inform marine risk assessments. This knowledge is also being used to develop a unique community-based approach to marine safety in the Arctic and to determine risks and requirements to support future growth of SAR response capacities. The complete results of the Arctic marine risk assessments will be available in the summer of 2017.

Through participation in the CCGA, Arctic Inuit and other local residents are also being offered opportunities to become certified Coast Guard Auxiliary instructors, enabling them to provide training to locals on vessel operations and SAR, in either English or Inuktitut. There are currently 4 certified Auxiliary instructors in Nunavik and 12 in Nunavut, bringing a flexible, Transport Canada certified, vessel operations and SAR training program, to interested Inuit and other Arctic community members.

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When responding to federally coordinated marine SAR calls, Inuit and other Indigenous community members who are Auxiliary volunteers are covered by the Auxiliary's national insurance plan.

Plus, costs for training and exercising are funded by Coast Guard. Though CCGA volunteers are not paid for their time, auxiliary vessel owners are reimbursed for out-of-pocket expenses related to SAR operations, such as fuel costs.

The Way Forward

Preliminary results of the Arctic SAR marine risk assessments and Inuit and local community engagement sessions have led to a number of upcoming investments to support community-based SAR response capacity in the Arctic.

Under Canada's Oceans Protection Plan, the Canadian Coast Guard will:

- Increase support to the Arctic CCGA through the creation of an Arctic Auxiliary chapter, providing dedicated contribution funding to support the Arctic.
- Support Indigenous participation in the CCGA, by expanding the scale and scope of the Indigenous community-boat volunteer pilot program to allow coastal Arctic Indigenous communities to apply for funding to purchase an emergency response capable boat and/or equipment required to participate in the CCGA.
- Provide CCGA members an opportunity to be trained in basic oil spill response, leading to an opportunity for trained Auxiliary units to participate in marine environmental response on-water operations.
- Establish a seasonal Inshore Rescue Boat (IRB) Station in the Arctic by summer 2018. The IRB program provides seasonal employment and mentorship to students over the summer. The students are trained in SAR operations by Coast Guard. If successful, they are assigned as crew members to IRB stations. The best placement for the Arctic IRB station will be assessed during the 2017 boating season.

By participating in the federal SAR system through membership with the CCGA, Inuit and other Indigenous' local and traditional knowledge enhances marine safety in Arctic waters and augments the safety of community-based SAR responders. If you want to find out more about the SAR system or becoming a CCGA volunteer, please see the links below.

For more information on CCG's SAR program please visit:
http://www.ccg-gcc.gc.ca/sar/home
For more information on the CCG-Auxiliary:
http://ccga-gcac.ca/

To report a Maritime SAR incident call:
1-800-267-7270 (JRCC Trenton) or 1-800-565-1582 (JRCC Halifax)

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Igloolik

- Boating season April December (elders not happy with late boating season)
- Vessel length 16 – 24ft manly 22ft hunting walrus local trips up to 60km and to Baffin Island and the north tip of the straight
- Local hazards large swells and open water
- The ocean is now different and the currents have changed
- Add elders to the CCGA vessels along with education program

Chesterfield Inlet

- 16 – 24ft several vessels 25 -35ft
- Hamlet is the last fuel stop on the north south track
- Baker Lake traffic 35 50 vessels per year
- Silver Dolphin common in community
- Boating season June to October also boating activity out to the flow edge 15km from town
- Communications CB, satellite phone spot and cell – community has no base radio station system

Meeting Iqaluit with GN Minister

- Each community currently has a HTA vessel, with separate funding the vessel can be used (CCGA??)
- Discussion on Parks Canada towers, add lights to the towers a beacons for the community search groups
- Can CCG help with the installation of the new towers for the base radio stations in the communities
- Annual service on the towers can be costly – additional help from CCG and aircraft when in area.
- MOU with the RCMP and the use of the local towers in the community.

Kimmirut March 31st 2017

- 12 community members and local SAR commander
- Currently community has 2 towers and would like to expand range with additional towers and repeaters on the towers
- Project is run by the local HTA possible funding by GN
- Community has ER locker and one has the key?
- Boating – community has 20 vessels operational – most will travel 20km or more to local hunting and fishing grounds
- Community is within the Halifax area
- Community would like to be part of the CCGA

Coral Harbour February 1st 2017

- Town hall meeting 30 plus community members
- Community is looking for a base station (VHF) directed to GN NEM
- Currently the community is providing on water SAR under NEM requested SAREX with CCG – this can only take place once the community is under the CCGA
- Community has 30 vessels in operation all are under 30ft – community is also on an island and relies on the small boats to travel to other communities.
- Weather is an issue for some of the small boats
- The ice is changing and is now unpredictable
- Communications spot, CB, HF and satellite phone the community has no cell coverage

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Cape Dorset February 2nd 2017

- 2nd visit to community hall
- Community has requested additional VHF towers to assist with SAR operations they are operated by the HTA
- Community does not work well with the local RCMP detachment
- Discussion on training local instructors to provide training within the community
- Given current price of fuel the current CCGA rate was not accepted even though they are not online with the CCGA
- Number of vessels within the community varied – distance traveled Lake Harbour – Kimmirut and the stone quarry for soap stone
- Other activities are hunting and fishing – operational season is late May or early June and will run year round depending on ice and open water
- Communications VHF, CB , HF and satellite phones
- It was noted that the Rangers are difficult to task

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Canadian Coast Guard Arctic Search and Rescue (SAR) Project

We should think about changing title given this morphed to three-pronged project.

A. Introduction
B. Background
C. Methodology
D. The Arctic: An Overview
E. The Arctic Maritime Picture Today
F. The Arctic SAR Picture
G. Expanding CCG Auxiliary Capacity in the Arctic
H. Community Engagement
I. Challenges and Opportunities: Big Picture (*risk evaluation)*
J. On the Ground: Engaging Communities
K. Enlightenment: New Awareness of Life in the Arctic
L. Standing up CCG Auxiliary Units: The Process
M. Standing up CCG Auxiliary Units: Unique Challenges (additional risk id, estimation, evaluation)
N. Opportunities (Solutions) (*further risk controls)*
O. Moving forward: Action Monitoring
P.

Maps/Visuals
Annexes:

- Project Charter
- Community visits (place, dates, participants)
- Community survey
- CCG Auxiliary

Under Economic Action Plan (EAP) 2015, the Canadian Coast Guard will review the Arctic maritime Search and Rescue (SAR) service requirements and enhance the Canadian Coast Guard Auxiliary capacity to keep pace with rising marine traffic levels in the region, for a total investment of $3.9 million over five years. Peter, the EAP terminology is being dropped but it would be good to show where this started.

A. Introduction

As part of a broader strategy to build Arctic CCG Maritime capacity in the Arctic, the Canadian Coast Guard (CCG) Arctic Search and Rescue (SAR) project was initiated in the fall of 2015. The project was initially framed as a two year review focused on identifying marine risks and SAR requirements in coastal Arctic communities. The scope of the review was coastal Arctic communities with no existing marine SAR capacity (question- what about communities with no SAR capacity?). Over the course of the project, the scope and dimensions of the project evolved to incorporate two additional project initiatives (or elements?)– development of/support to existing marine SAR resources operating in Arctic communities as CCG Auxiliary SAR Units, essentially a CCGA Arctic expansion, and a preliminary analysis of existing boat capacity in communities to inform the criteria for decisions on a program of CCG investment in community boats. When funding was announced to support these two initiatives (provide details of timing), the project team moved quickly to integrate all three elements.

With this broadened scope, the project was framed to encompass extensive community engagement across the Arctic with a view to identifying marine risks and associated trends, risks and challenges from the perspective of Search and Rescue and opportunities to build community-based SAR capacity across the Arctic, bringing together the skills, knowledge and expertise of local boaters into the CCG SAR family.

The two year project had a late start in 2015/16 and over the course of XX months was a part time

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s.69(1)(g) re: (a)

B. Background

Marine transportation is critical for the Arctic. For coastal Arctic communities, transportation by boat to hunting grounds and for fishing and whaling activities is a way of life and integral to accessing a valuable food supply. Marine transportation is critical for resupply of communities. Marine transportation is also critical for future development in the Arctic including resource development and _____.

Arctic maritime SAR is part of the CCG's maritime SAR Services program which leads, delivered and maintains preparedness for the 5.3 million square kilometre maritime component of the federal SAR program, with the support of stakeholders and partners, including the CCG Auxiliary and the Department of National Defence. [i] Building Arctic CCG Maritime SAR Capacity is a priority for CCG. Creating Arctic CCG Auxiliary units of community volunteers with compliant vessels is an important component of this strategy.

The drivers for this project encompass a range of considerations with regard to the unique challenges of SAR in the Arctic. With an expansive coastline, long distances travelled and increasing marine traffic, there are significant gaps in SAR coverage. Compared to southern Canada there are fewer vessels of opportunity on which to rely for response to marine emergencies and SAR incidents. SAR assets, both maritime and aeronautical are located in southern Canada, at great distances from the north. SAR responses in the Arctic drawing on southern assets are ineffective and costly.

- Safety cultural awareness – Peter, what did we mean by this?

The goal of this two-year study is to determine the most suitable and cost-effective options for further enhancing the SAR response capacity in the Arctic and ensure adequate coverage throughout strategically-defined corridors.

[redacted] the project purpose is to enhance Search and Rescue capacity in the Arctic North of 60 degrees latitude. The project objective was to engage Arctic coastal indigenous communities with no formalized marine SAR response capacity, to determine marine risks and identify requirements to help support future growth of SAR response capacities in their communities. As noted above, the project evolved to bring together three component and inter-related objectives, notably to:

i. Identify marine risks and SAR requirements in coastal Arctic communities

ii. Identify and act upon opportunities for expanding CCG-Auxiliary capacity through the establishment of new units and enhanced support to existing units.

iii. Conduct preliminary assessment of ____ for investment in community boats to inform development of criteria _____

The CCCG is receiving an additional $1 million in operational funding annually for CCG Auxiliary in the Arctic and $1 million annually for four years to purchase vessels as community-owned CCG Auxiliary SAR units.

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C. Methodology

The methodology for this project was designed to address the three inter-related objectives noted above. The project applied the principles of the CCG's Risk-Based Analysis of Maritime SAR delivery (RAMSARD) with a focus on identifying marine risks and SAR requirements in coastal Arctic communities. The RAMSARD steps encompass: initiation, risk identification, risk estimation, risk evaluation, risk controls and action and monitoring.

Extensive engagement was conducted across XX communities. In keeping with the guiding principles articulated in the project charter, the engagement focussed on two key elements;

- ability for communities to easily become members of a CCGA unit in their community (do they already possess required elements to become members?) and;
- Additional requirements to become part of the SAR system if communities do not currently have the capacity to join CCGA (vessel requirements, demonstrated marine risks in the community etc.)

Overarching considerations were that: the review would support efficient and effective decision-making, and provide consistent information from community to community; that regional, geographic and workload considerations would be considered in recommending specific program growth opportunities and that the review would consider impacts on program delivery and the corporate risk profile.

With this frame of reference, the project was designed to make visits to Arctic communities across the Northwest Territories, Nunavut and Nunavik to:

- Meet and establish relationships with community members
- Present information on the CCG activities and services in the Arctic and the plan for expanding SAR capacity through engaging community volunteers to form CCGA units.
- Educate and inform on the benefits of becoming members of the CCG Auxiliary and establishing Auxiliary Units
- Research, learn and gather facts about the communities, with a particular focus on boating activities, boat capacity, level of community-wide boating safety awareness and marine risks
- Present the opportunity for a partnership with the CCG through membership in the CCGA
- Identify community leaders for follow-up
- Establish next steps and plans for follow-up with each community

-
- Evolution of methodology
- CCG/CCA and CCG to combined CCG/CCGA

Continue community visits & establish contact in each Hamlet — identify communities that could develop a SAR capacity • Evaluate

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D. The Arctic Picture: An Overview (geog)

The 60th parallel is generally regarded as the Arctic boundary within Canada. The boundary however does not include some regions of the Canadian Arctic and Subarctic lands such as Northern Quebec (Nunavik), marine areas of the Arctic Archipelago and Labrador. [ii]

The people of the Canadian Arctic are known as Inuit which means 'the people', or singularly, Inuk, which means 'the person'. The Inuit have a distinct culture and languages. Historically, the Inuit were divided in eight main groups across geographic regions of the Canadian north – Western Arctic, Copper, Netsilik, Caribou, Igloolik, Baffin Island, Ungava and Labrador.

- Geography
- People
- On land and water
- Activities of people
- Activities: local, commercial shipping, cruise vessels, re-supply, resource development, science, commercial fishing
- Government structure

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E. The Arctic Maritime Picture Today (risk identification)

- CCG in arctic
- CCG services
- Traffic services, safety net/reg framework
- CCG/sealift, NORDREG
- Stats
- Issues
- Communications
- • CCG sees Northern Marine Transportation Corridors serving as an operational framework to guide federal investments in the Arctic.

CONTENT FROM DANIEL BRETON DECK

What are Northern Marine Transportation Corridors?

– Corridors are shipping routes and/or areas within which key navigational information services such as hydrography, icebreaking and aids to navigation would be prioritized.

– Rather than requiring vessels to use the Corridors, the NMTC approach will incentivize their use.

Why develop Northern Marine Transportation Corridors?

– To enhance marine navigation safety in the North, greater predictability for mariners, and reduced risk of incidents

– develop a pragmatic planning framework for future Arctic investments.

Who would benefit from Northern Marine Transportation Corridors?

– Key beneficiaries will be mariners, communities, and other government departments operating in the Arctic.

– Marine navigation is an important enabler of economic development in the Arctic; NMTCs will support the federal Northern Strategy

Significant growth in marine transportation demand is expected in the near-term, especially with the expansion of mining activities and new production projected to come online

• Without action, challenges will be exacerbated (enhancing the risk of a serious incident) and/or valuable opportunities lost

• Taking action in the North requires long lead times – should begin now

– Collaboration is required with Territories, industry, Aboriginal organizations and stakeholders

– The season to take action is short and logistics are complex

Coast Guard provides ice information, routing advice, flood control, harbour breakouts, vessel escorts through ice infested waters, and frees beset vessels.

•

Budget 2015

• Economic Action Plan 2015 provides $30.8 million over five years to enhance the safety of marine transportation in the Arctic and further strengthen environmental protection and marine incident prevention, preparedness and response south of the 60th parallel.

• Measures related to the Arctic include targeted investments of $17.0 million over five years to strengthen marine navigation safety by improving charting of the seafloor, designing navigation aids, engaging local and Aboriginal communities, as well as strengthening prevention, preparedness and response capacity.

Application of the Corridors framework will facilitate responsible economic development, guide planning for the delivery of CCG services north of 60, and inform decision-making with respect to future assets that may be needed to serve the Arctic.

• Targeted investments will facilitate the provision of essential services to communities, mariners and stakeholders in Canada's Arctic and:

- improve the management of internal Arctic waters through use of risk-based decision-making;
- reduce the likelihood of marine incidents;
- support the commercial marine industry; and,
- improve conditions to enable economic development and improve the well-being of northern communities.

• Each phase will build on the last; NMTC implementation will occur as an iterative process.

This section of the report looks at the Arctic from the perspective of the maritime safety net including the regulatory framework, Canadian Coast Guard services and communications infrastructure.

Regulatory framework

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strengthening of Canadian sovereignty in Arctic waters. This change builds on a previously voluntary requirement. Since the system was implemented in 1977, NORDREG had been voluntary. (Optional: However ships entering the Northwest Passage had a strong motivation to report to the Coast Guard as they were provided services, free of charge, such as ice information, ice routing, icebreaker assistance, and search and rescue. In fact it was quite successful, with Coast Guard and Transport Canada officials estimating that 98% of vessels entering Canadian Arctic waters notified the government of their presence)

The regulations establish the Northern Canada Vessel Traffic Services Zone which consists *of:*

a) shipping safety control zones prescribed by the *Shipping Safety Control Zones Order*;
b) waters of Ungava Bay, Hudson Bay and Kugmallit Bay that are not in a shipping safety control zone;
c) waters of James Bay;
d) waters of the Koksoak River from Ungava Bay to Kuujjuaq;
e) waters of Feuilles Bay from Ungava Bay to Tasiujaq;
f) waters of Chesterfield Inlet that are not within a shipping safety control zone, and the waters of Baker Lake; and
g) waters of the Moose River from James Bay to Moosonee.

- .Traffic/service/ safety net/regulatory framework
- CCG/sealift
- NORDREG

Coast Guard Services and Activities

Icebreaking: Between June and November, Coast Guard operates up to six icebreakers in the Arctic, one of which (CCGS Amundsen) is dedicated to science activities, while the remaining vessels are normally dedicated to Coast Guard services.

Marine Communications and Traffic Services: Safety of mariners and environmental protection in Canadian waters is highly dependent on the efficient and timely communication of information. A Marine Communication and Traffic Services (MCTS) centre is located in Iqaluit, serving waters defined by _____. This centre is operational from ____ to _____. The MCTS program ensures that an efficient communication system is available on a 24/7 basis to contribute to the safety of life at sea, the protection of the marine environment, the safe and efficient movement of ships in waterways, and maritime domain awareness. Services include the provision of marine distress and general radio communications, the broadcasting of maritime safety information, the screening of vessels entering Canadian waters, the regulation of vessel traffic in selected Canadian waters, and the provision of marine information to other federal government departments and agencies. Its services are essential to deploying Search and Rescue and Environmental Response teams promptly and effectively to maritime crisis situations. MCTS is, in many situations, the only means by which a ship's call for assistance can be heard.

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F. ARCTIC SAR PICTURE (Risk est)

International framework

An international framework for Arctic SAR exist s under the *Arctic Search and Rescue Agreement* (formally the *Agreement on Cooperation on Aeronautical and Maritime Search and Rescue in the Arctic*) is an international treaty concluded among the member states of the Arctic Council — Canada, Denmark, Finland, Iceland, Norway, Russia, Sweden and the United States — on 12 May 2011 in Nuuk, Greenland.[1] (WIKI CONTENT)The treaty coordinates international search and rescue (SAR) coverage and response in the Arctic, and establishes the area of SAR responsibility of each state party.[1] In view of the conflicting territorial claims in the Arctic, the treaty provides that "the delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States or their sovereignty, sovereign rights or jurisdiction. "The Arctic Search and Rescue Agreement is the first binding agreement negotiated under the auspices of the Arctic Council. The treaty reflects the Arctic region's growing economic importance as a result of its improved accessibility due to global warming.[2][1]The government of Canada is the depositary for the treaty. It entered into force on 19 January 2013 after it had been ratified by each of the eight signatory states.

Joint Rescue Coordination Centres

Joint Rescue Coordination Centres (JRCCs), located in Halifax and Trenton maintain an around-the-clock watch on Arctic waters, ready to coordinate a joint Royal Canadian Air Force (RCAF) /Canadian Coast Guard (CCG) response to aeronautical and maritime SAR incidents. The Joint Rescue Coordination Centres, staffed jointly by DND and CCG personnel, are the tasking authority for any maritime SAR response in Canada, including CCG Auxiliary. SAR response involves partners and cooperation – CCG, RCAF, CCG Aux, police, EMO and others.

- Systems
- Stats
- Issues
- communications

- The federal Search and Rescue (SAR) program is a cooperative effort by federal, provincial and municipal governments. CCG's SAR program leads, delivers, and maintains preparedness for the 5.3 million square kilometre maritime component of the federal SAR system. It does so with the support of multiple stakeholders and partners, including the Canadian Coast Guard Auxiliary and National Defence. Through distress monitoring, communication, and search and rescue activities, the CCG SAR program increases the chances of rescue for people caught in dangerous on-water situations.
- CCG Regional Program personnel, who are largely strategically located in the three Joint Rescue Coordination Centres (JRCCs) and the Maritime Rescue Sub-Centre (MRSC). These coordinators provide 24/7 SAR coordination services during distress and safety incidents;
- CCG Inshore Rescue Boat (IRB) crews, who provide a seasonal Inshore Rescue Boat service at 25 locations during periods of peak activity;

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The previous sections present a picture of significant changes in the Arctic in terms of increased traffic, longer seasons, changing weather and associated risks. With improving Arctic SAR capacity a priority for the CCG, expanding the CCG Auxiliary in the Arctic is logical and pragmatic strategic. The CCG has a successful partnership with the CCG Auxiliary across Canada, with the Auxiliary's approximately 4,000 members and 1,100 vessels responding to XXX incidents annually. Arctic coastal communities with high concentrations of boaters and boats present a significant opportunity for partnerships _____. While the Coast Guard Auxiliary currently provides SAR services in some communities in the Arctic, others communities have no capacity to respond to maritime incidents. As traffic from cruise line excursions, adventure tourism and shipping continues to increase in the Arctic, additional pressure is being placed on existing SAR resources and Canada's ability to respond.

Expanding the CCG Auxiliary in the Arctic represents an obvious and immediate risk control. Developing Auxiliary capacity represents an opportunity to marry the strengths, skills and knowledge of the CCG SAR framework with the strengths, skills and knowledge of the Arctic coastal communities with centuries of local experience. Establishing Auxiliary units would build upon existing local SAR capacity, knowledge, experience and expertise for responding to ground and maritime emergencies. When people are in trouble, the communities rally to support search and rescue efforts. This is very much in keeping with the strong tradition of Canadian marines responding to distress calls from vessels in trouble.

There are opportunities to build upon existing synergies between ground SAR and marine SAR. There are opportunities to not only build upon existing linkages across Arctic communities but also to establish region-wide networks of SAR capacity and expertise between communities through joint training and district level meetings and communication mechanisms.

- boating safety
- communications
- SAR system – expansion and integration into the SAR system
- Regional SAR network

Canada's vast and often inhospitable coastline, combined with unpredictable weather, has ensured that these situations are far from uncommon. It is not possible for the Canadian Coast Guard to cover the entire coastline, and for many decades CCG has relied on the volunteers of the Canadian Coast Guard Auxiliary to supplement its response efforts. The CCGA is an integral part of the National SAR program.

Every year, CCGA responds to approximately 26% of all maritime SAR incidents in Canada and is credited with saving approximately 1,000 lives each year. CCGA has approximately 4,000 members and access to approximately 1,100 vessels. Members' local knowledge, maritime experience, seafaring talents and professional conduct make them one of Canada's greatest maritime assets.

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ii. challenges

An extensive plan for community engagement was developed and implemented over the 18 month period commencing____ and concluding at the end of March 2017. This resulted in visits to XX communities in the Northwest Territories, Nunavut and Nunavik.

Methodology

Extensive engagement with coastal communities was the central component of this project. The methodology for the community engagement changed over the course of the project. Initially a two stage engagement was planned, with first visits to communities involving solely the CCGproject team aimed at ____ and follow-up visits involving CCG-Auxiliary members of the team, these visits to advance efforts to establishing Auxiliary Units. In the summer of 2015, X communities were visited by solely CCG staff. By ___, given the late start to the ambitious program of community engagement combined with experience from the initial visits in the summer of 2015, it was determined there would be advantages to capitalizing on each community visit to present a joint CCG-CCG Auxiliary and engaging with the Territorial and regional government engagement_____. Significant synergies were achieved in adapting the approach.

Designing and delivering on the community engagement involved:

- *Planning*: identifying key contact people in each hamlet office to initiate the plan for the community visits. This included harnessing networks for Senior Administrative Officers and Mayors. A letter sent to each community identified the purpose of the visit and an ideal cross section of people for attendance including members of the Hunter and Trapper Organizations and ground SAR members where such groups existed in the community.
- *Logistics and scheduling*:
- *Community visits*:
- *Taking stock of key findings:*
- *Planning for follow-ups*

Community visits – the ground covered

Each community visit took the form of meeting of one and a half to two hours involving a joint presentation of the CCG and CCG Auxiliary and an interactive discussion to learn about the community. Meetings were for the most part well attended with a wide cross section of community members.

The presentation and ensuing discussions were designed to promote an understanding of the CCG services and programs, the SAR framework for the Arctic, the specific objectives of the review of Arctic SAR and the community benefits of establishing an Auxiliary unit.

In each and every community there was a high level of interest in the CCG SAR Arctic review and the potential for the establishment of CCG Auxiliary unit or other _____.

With each visit, an increasingly comprehensive picture was developed of the dimensions of boating activity across the Arctic and changing risk factors. The significant opportunity for expanding CCG Auxiliary capacity drawing on the experience, skills and knowledge of coastal community members was increasingly reinforced with each community visit.

Taking stock of key findings

The visits created a much improved understanding of life in the Arctic and the importance of and

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- Finding the right people
- Boating safety awareness
- New awareness of life in Arctic – ice, distance, climate, communications and VHF, boat mix, changes
- Boating communities
- Some communities ready to go
- Some interested but not yet ready – phased approach
- ER role
- Language
- Elder involvement
- Intergenerational

What is the boating activity like in Naujaat? — number, size, type of boats, where do people go, how far, how long? • What is the boating season like, wind, weather, ice? —season length changing, ice conditions a risk, wind and weather change quickly? • What type of communications are used? — VHF Radio, CB Radio, Cell Phones, Sat Phones, Spot, In-Reach? • What safety gear is available and used in the Hamlet? — Personal Flotation Devices (PFD), Life Jackets, Personal Locator Beacons (PLBs), sound signalling devices, flares? • Does a formal SAR Group respond to on-water incidents? — is the RCMP involved, HTO, Rangers, others?

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I. Challenges and Opportunities: Big Picture (risk evaluation)

From a risk evaluation perspective, the conditions of the Arctic present a particularly dynamic environment. Many of the factors impacting the operating context of the CCG as a whole, as presented in the Department of Fisheries and Oceans 2017-18 Departmental Plan[1], are particularly acute in the Arctic.

Challenges

Climate change, environmental changes and changing weather patterns have increased risks in the maritime environment at the local level. Changing ice conditions mean _____. Wind patterns are more unpredictable in terms of both direction and intensity. With changing winds, coves and inlets that may have provided safe havens for centuries past may no longer afford protection to wait out bad weather. As boating is directly related to hunting, fishing and whaling, the patterns of boating and distances travelled relate to the _____ and are therefore influence by shifting migration patterns and other factors related to the availability. As distances travelled are often long, the risk factors _____.

At the region-wide level, resource growth in the north means increased transient vessel traffic and maritime growth as a whole is increasing.

- Vessel mix/spare parts
- Communications
- Availability – wild game, fish, hunting, shifting patterns changings

Opportunities

The cohesive network of Arctic coastal communities present a significant opportunity for _____. The communities are well run hamlets, many with established SAR societies. Among the community members are skilled boaters with a depth and breadth of on the water experience, founded on extensive local and traditional knowledge.

Communications with is a priority for communities – VHF towers have been erected to _____

- VHA towers
- (some) regional government support
- Partners
- CCGA model
- Empowering local people
- Local people familiar with CCG

J. On the Ground: Engaging Communities

- Contrast
- Laying the ground, first contact, a lot of work
- SOA, CEDO, Mayor, and Clerk, SAR society, HTO, Minister GV
- Calls, emails
- Visits, charter aircraft, weather, two to three visits per day
- Timetables and scheduled

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- User interest high
- Post visit assessment

One pager:

- Enlightenment
- Nature of local SAR capacity
- G-SAR
- SAR Society
- Marine SAR
- Climate, environment, boating activities, level, distance, types, length of season ,changing risk factors

K. Enlightenment: New Awareness of Life in the Arctic

The visits across the XX Arctic communities and associated research and information gathering provided a window into understanding life in the Arctic and from a CCG perspective, affirmed the increasing risks associated with boating activities and the opportunity to develop local SAR capacity through establishment and development of CCGA units.

Most communities visited had established local SAR capacity in some form, for both ground and marine SAR. In many communities, members of Hunter and Trapper Organizations formed the foundation for local SAR societies. Boaters are knowledgeable and skilled, with extensive on the water experience. Boating safety awareness is high with attention paid to trip planning and informing friends or relatives ashore of planned travel on the water.

Climate and environment change impacts were highlighted in every community with attendant increases in risks to marine activities. These included changes to weather patterns, sea conditions, wind and ice conditions and length of boating seasons.

- HTO
- Boating activity, distances, types
- Boat mix
- Impressions/awareness of CCG
- Communications challenges and solutions
- Well run communities
- Some not so well run
- Hamlet support, enthusiastic vs.
- Equipment/PFDs
- Community programs (PFDS)
- Awareness of equipment/regulatory awareness (SVR, Op Comp)
- Language
- Infrastructure – docks, wharves, breakwaters, walls, boat ramps,
- Elder concerns/intergenerational concerns, elder involvement

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L. Standing up CCG Auxiliary Units: The Process

A core objective of the project was to look for and act upon opportunities to stand up CCG Auxiliary Units in the short term and develop plans for additional units over the longer term. As such, particular attention was paid in the community visits to educate and inform on the process of establishing community units. This was to ensure that communities understood both the opportunities and benefits associated with moving in this direction as well as the expectations and obligations associated with becoming Auxiliary members and forming community level Auxiliary units. Particular care was taken in discussing with community members how the establishment of Auxiliary units would work with capacity, skills, experience and expertise currently existing in the community.

The community visits afforded an opportunity to assess the following:

- Marine risks factors and SAR demands being faced by the community
- The right boats – the extent to which suitable boats existed in the community to serve as Auxiliary boats
- The right people – community members with the interest and boating skills and knowledge to become Auxiliary members; community members that could serve as Auxiliary unit leaders and community members that could support the logistical and administrative infrastructure critical to successful Auxiliary units
- Community support and capacity, in terms of _____

Post community visit, these factors were assessed to land upon a determination of first of the appropriateness of establishing an Auxiliary unit, or alternatively considering alternative approaches to enhancing SAR prevention and boating safety in the community. Second, communities were assessed from the perspective of readiness to stand up an Auxiliary unit. It was determined that a phased approach to standing up units and that those units coming on board early could serve to support other communities in working toward readiness to become Auxiliary units in the future.

The process- post visit
- The right people
  - Members
  - Leader/admin
  - Training
  - Operations
- The right community
  - Risks/SAR demand, community support and capacity

- Phased approach

M. Standing up CCG Auxiliary Unity: Unique Challenges*(additional risk id, estimation, evaluation)*

• But providing services in the Arctic is challenging at best and clearly expensive, so a pragmatic approach is required.

- Boats
- SAR society paperwork
- Regulatory required boat equipment
- Training course availability – when and where
- Identify unity leaders and administrators

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- Communications

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- CCGA unit can enhance before until TC arrives (would like to frame this differently)
- Synergies of enhanced SAR – hamlet – JRCC SARsystems
- Hamlet to hamlet – a SAR culture across the Arctic
- Hamlet, territorial ,regional government, [redacted]
- Communications enhancing options
- Connecting with local capacity – [redacted]

O. Moving forward: Action Monitoring

- Financial monitoring and sustainability
- Watch inflation
- Cost of running a separate Arctic Region
- Ultimate goal – SAR in every hamlet

Policy= Arctic/GGC/Inuit relations and operations = strong management

Emerging partnerships (Action monitoring)

- Formal MOR with local government and GN
- Paying for SVR gears
- (CCGA paying for SAR gear)
- Support to SAR society in hamlet
- Parks Canada
- Leveraging and harnessing
- • Intradepartmental linkages and external engagement will continue to be a priority.
-

Northern Cree

Labrador Inuit

MCTS expansion

VHF service

ER/Aux role

The CCG Auxiliary is comprised of five regional non-profit organizations made up of volunteers who provide search and rescue assistance to augment the Coast Guard maritime SAR response capacity. They respond to an average of 25-30% of SAR taskings annually.

The Canadian Coast Guard funds the Auxiliary through five regional Contribution Agreements, totalling approximately $5 million annually.

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PARKING LOT: CCG Arctic SAR Project

Report ElementsContext

- Case for SAR in the Arctic
- Government Priorities – CCG/TC

Paint picture of the Arctic

RMSARD

- Distinguish from "south" (in south, Search removed from SAR, with tech available. Search still very much part of SAR in Arctic_)

Methodology

SAR in the Arctic

Nature of Traffic

- Current
- Future

Corridors in Arctic – maps

Future activity

SAR in the Arctic

- Defining region

Opportunties and Challenges

Partners

- Nunavut
- NWT
- Kativit Regional Government
- Auxiliary

Linkages to other Government of Canada programs and priorities

a. DFO – fisheries, science, small craft harbours
b. Indigenous Affairs (Truth and Reconcilation)
c. NRCAN
d. Environment Canada – climate change research
e. DND - Rangers
f. Canadian Northern Economic Development
g. ESDC

Critical success factors

Arctic Auxiliary - conditions for success

Evaluating ER in the Arctic

Communications – tech, languages

Recommendations

- Sustainability

Issues/Considerations:

SRRS

Virtual cooperative ops centre

Other Inuit communities – Labrador

Other communities e.g. Cree in Hudson Bay

==

- **Enhancing the Arctic Search and Rescue Capacity**(archived content) $1.4 million to conduct a study of coastal communities that lack existing SAR resources

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- Search and Rescue is a critical service the Canadian Coast Guard provides to Canadians. As such, the Canadian Coast Guard will conduct a study of approximately 16 coastal communities that currently lack maritime SAR resources and will not be captured by the enhanced Auxiliary. The goal of this two-year study is to determine the most suitable and cost-effective options for further enhancing the SAR response capacity in the Arctic and ensure adequate coverage throughout strategically-defined corridors.
- $2.5 million to expand the CCG Auxiliary membership
- While the Coast Guard Auxiliary currently provides SAR services in some communities in the Arctic, others comm

have no capacity to respond to maritime incidents. As traffic from cruise line excursions, adventure tourism and shipping

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ARKING LOT – **RAMSARD FLIP CHART NOTES**

- SAR Resource availability
- Geographic isolation
- Boating season
- Boating activity: purpose of activity, when, for how long
- Transient traffic to fishing/whaling/hunting grounds (some isolation)
- Population/demographics (*new census data will provide good insights)*
- Dimensions of intergenerational transfer of customs, local and traditional knowledge
- Climate change
    - Weather variability
    - Wind, waves, sea level
    - Changing ice conditions
    - Length of boating season
- Waters, shoals, ice aids to navigation
- Harbours and safe havens (and impacts of changes to winds and ice conditions in terms of safe havens)
- Boating safety awareness (regulations, equipment requirements, cold water survival etc.)
- Availability/cost of equipment
- Vessel maintenance, availability of parts and labour
- Communications
- Commercial vessel activity
    - Resupply
    - Cruise ship
    - Mining operations

- CCG icebreaker activity (impacts on ice conditions)
- Pleasure craft/adventurers

- Community infrastructure
    - Health centres
    - Airstrips
- Marine-related infrastructure
    - breakwaters

Pages 157 to / à 161

are withheld pursuant to section

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Canadian Coast Guard Arctic Search and Rescue (SAR) Project
- Partnering with Coastal Communities to Enhance Arctic SAR Capacity -

Engagement across 45 coastal Arctic communities to identify marine risks and associated trends, risks and challenges from the perspective of Search and Rescue and opportunities to build community-based SAR capacity across the Arctic, bringing skills, knowledge and expertise of community members into the CCG SAR family.

A. Introduction

- part of a broader CCG strategy to enhance maritime safety in the Arctic and readiness for emergencies
- initially framed as a two year review to marine risks and SAR requirements in coastal Arctic communities
- scope and dimensions of the project evolved to incorporate two additional project initiatives: 1) development of/support to existing marine SAR resources operating in Arctic communities as CCG Auxiliary SAR Units (essentially a CCG Auxiliary Arctic expansion); 2) a preliminary analysis of existing boat capacity in communities to inform the criteria for decisions on a program of CCG investment in community boats.
- When funding announced for these two initiatives, project team moved quickly to integrate all three elements. Late start in 2015/16; dedicated intensive efforts in final half of 2016/17.
- Project, results it seeks to achieve and the approach to engagement with coastal communities, align directly with the Government of Canada's Oceans Protection Plan.

B. Background

- Unique Arctic challenges in fact of increasing traffic and risk
- CCG maritime SAR Capacity is a priority for CCG.
- Creating Arctic CCG Auxiliary units of community volunteers with compliant vessels important component of this strategy; creating stronger indigenous partnerships and engaging coast communities
- Three components and inter-related objectives:
  - i. Identify marine risks and SAR requirements in coastal Arctic communities;
  - ii. Identify and act upon opportunities for expanding CCG-Auxiliary capacity through the establishment of new units and enhanced support to existing units;
  - iii. Conduct preliminary assessment of communities to from the perspective of potential candidates for investment in community boats to inform development of decision criteria.
- CCG receiving additional $1 million in operational funding annually for CCG Auxiliary in Arctic and $1 million annually for four years to purchase vessels as community-owned CCG Auxiliary SAR units.

C. Methodology

- Methodology designed to address noted three inter-related objectives – capitalized on synergies in community engagement; maximized cost effectiveness of community visits (via chartered flights)
- Principles of CCG's Risk-Based Analysis of Maritime SAR delivery (RAMSARD) with a focus on identifying marine risks and SAR requirements in coastal Arctic communities. The RAMSARD steps encompass: initiation, risk identification, risk estimation, risk evaluation, risk controls and action and monitoring.
- Extensive engagement across 45 communities. In keeping with guiding principles articulated in the project charter, the engagement focussed on two key elements;
  - ability for communities to easily become members of a CCGA unit in their community (do they already possess required elements to become members?) and;
  - Additional requirements to become part of the SAR system if communities do not currently have the capacity to join CCGA (vessel requirements, demonstrated marine risks in the community etc.)

With this frame of reference, the project was designed to make visits to Arctic communities across the Northwest Territories, Nunavut and Nunavik to:

- Meet and establish relationships with community members
- Present information on the CCG activities and services in the Arctic and the plan for expanding SAR capacity through engaging community volunteers to form CCG Auxiliary units.
- Educate and inform on the benefits of becoming members of the CCG Auxiliary and establishing community-based Auxiliary Units

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- Research, learn and gather facts about the communities, with a particular focus on boating activities, boat capacity, level of community-wide boating safety awareness and marine risks
- Present the opportunity for a partnership with the CCG through membership in the CCG Auxiliary
- Identify community leaders for follow-up
- Establish next steps and plans for follow-up with each community

D. The Arctic: On Overview *(Situating area under review, the communities engaged – high level)*

- Overview of region from perspective of its people, geography, coastal waters activities, government structures, relationships and linkages across communities
- Sparse populations located at great distances from each other
- Coastal communities largely Inuit – over 90 per cent Inuit in most cases.
- Community structures – coastal communities with different raison d'être – community relocation in the 1950s brought people from traditional hunting camps to live in one community e.g. Paulatuk surrounded by many camp in hunting grounds where people had traditionally lived. Now community members have to boat to those hunting grounds.
- Culture and languages
- Long transit times between port facilities and vessels
- Changing marine risks and implication for safety

E. The Arctic: Maritime Picture *(Risk estimation)*

- Marine traffic trends (resource development, cruise ships, ecotourism, adventurers, etc.)
- Marine routes and corridors
- Long transit times between ports/facilities by vessels
- Changing operating conditions (ice, wind direction and intensity, sea state, weather events etc.)
- Safety net – regulatory framework, CCG services (icebreaking, ice escort, aids to navigation, marine communications and traffic services, environmental response capability, SAR), weather forecasting, charts, communications networks, vessels of opportunity, etc.
- Northern marine traffic corridors plan
- Shore-based infrastructure
- Local knowledge/situational awareness
- Gaps/risks/issues, e.g. limited charting of coastal waters, high local knowledge but significantly increasing unpredictability (climate change impacts)

F. The Arctic: SAR Picture *(Risk estimation)*

- International framework
- JRCCs
- Other levels of government – territorial and regional government involvement
- CCG Auxiliary Units – Cambridge Bay, etc.
- CASARA

G. Expanding CCG Auxiliary Capacity in the Arctic *(Risk control)*

- Arctic coastal communities with high concentrations of boaters and boats present a significant opportunity for partnerships to build local SAR capacity
- Expanding CCG Auxiliary in Arctic represents an obvious and immediate risk control.
- Developing Auxiliary capacity represents an opportunity to marry the strengths, skills and knowledge of the CCG SAR framework with the strengths, skills and knowledge of the Arctic coastal communities with centuries of local experience in navigating the coastal waters.
- Establishing Auxiliary units would build upon existing local SAR capacity, knowledge, experience and expertise that currently exist in Arctic coastal communities for responding to ground and maritime emergencies. When people are in trouble, these communities rally to do whatever it
- Opportunities to build upon existing synergies between ground SAR and marine SAR with similar skills and expertise brought to bear in SAR situations of any kind.
- Opportunities to build upon historic and cultural linkages across Arctic communities to create establish region-wide networks of SAR capacity and expertise between communities. Such linkages can be established and maintained through activities such as joint training, district level meetings and ongoing communication mechanisms.
- Opportunities for Auxiliary members to boating safety ambassadors – SAR prevention focus.

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- Opportunities to improve communications infrastructure
- SAR system – expansion and integration into the SAR system
- Ultimately a regional SAR network

H. Community Engagement *(The Plan)*

- An extensive plan for community engagement was developed and implemented over the 18 month period commencing____ and concluding at the end of March 2017.
- Designing and delivering on the community engagement involved:
  - *Planning*: identifying key contact people in each hamlet office to initiate the plan for the community visits. This included harnessing networks for Senior Administrative Officers and Mayors. A letter sent to each community identified the purpose of the visit and an ideal cross section of people for attendance including members of the Hunter and Trapper Organizations and ground SAR members where such groups existed in the community.
  - *Logistics and scheduling*:
  - *Community visits*:
  - *Taking stock of key findings:*
  - *Planning for follow-ups*

I. Challenges and Opportunities: The Big Picture *(High level perspectives)*

- Opportunities
  - Familiarity with CCG
  - **Cohesive network of Arctic coastal communities** present a significant opportunity for the expansion of the CCG Auxiliary across the Arctic.
  - **Marriage of the CCG Auxiliary model with local capability**, enthusiasm and infrastructure that exists on the ground in the local communities is an ideal match.
  - Communities are **well run hamlets**, many with established SAR societies. Among the **community members are skilled boaters** with a depth and breadth of on the water experience, founded on extensive local and traditional knowledge.
  - **Communications** with hunters and fishers out on the land or water is a priority for communities. Some communities have erected VHF towers to support communications. In some cases local towers have been funded with regional or territorial government support. This is an area of opportunity on which to build.
  - **Empowering/equipping local communities**

- Challenges
  - Climate change, environmental changes and changing weather patterns have increased risks in the maritime environment at the local level
  - Changing ice conditions
  - Wind patterns are more unpredictable in terms of both direction and intensity
  - With changing winds, coves and inlets that may have provided safe havens for centuries past may no longer afford protection to wait out bad weather
  - Patterns of boating changing in line changes to hunting and fishing grounds, longer distances travelled
  - At the region-wide level, resource growth in the north means increased transient vessel traffic and maritime growth as a whole is increasing.

J. On the Ground: Community Engagement *(Implementing the plan)*

- <u>Planning</u>
  - Stark contrast from working in the south – logistics, travel , weather
  - Laying the ground, first contact, a lot of work
  - Range of inter-related contacts – Mayors, Senior Administrative Officers, Community Economic Development Officers, Clerks, SAR Societies, Hunting and Trappers Organizations (HTO), Territorial and regional official
  - Two to three visits per day via chartered aircraft
  - Critical success factor – getting the right people, gear, room, scheduling
- <u>Community visits – the ground covered</u>
  - Each community visit took the form of meeting of one and a half to two hours involving a joint presentation of the CCG and CCG Auxiliary and an interactive discussion to learn about the

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community. Meetings were for the most part well attended with a wide cross section of community members.
  - The presentation and ensuing discussions were designed to promote an understanding of the CCG services and programs, the SAR framework for the Arctic, the specific objectives of the review of Arctic SAR and the community benefits of establishing an Auxiliary unit.
  - In each and every community there was a high level of interest in the CCG SAR Arctic review and the potential for the establishment of CCG Auxiliary unit or other efforts to support SAR readiness.
  - With each visit, an increasingly comprehensive picture was developed of the dimensions of boating activity across the Arctic and changing risk factors. The significant opportunity for expanding CCG Auxiliary capacity drawing on the experience, skills and knowledge of coastal community members was increasingly reinforced with each community visit.

- Taking stock of key findings
  - Community interest very high
  - The visits created a much improved understanding of life in the Arctic and the importance of and marine-related activities for sustenance and survival. Boating is an integral part of life for hunting, fishing, whaling and leisure activities. In many instances long distances are travelled to hunting grounds and for fishing and whaling activities.
  - A wide range of boats exist from freighter canoes to Silver Dolphins. In some communities there are as many as 100 boats for a population of 300 people.
  - Challenges exist in terms of availability of safety equipment. There were mixed awareness of the mandatory equipment requirements of the *Small Vessel Regulations*. Challenges of obtaining safety equipment were identified across several communities.

- Special considerations
  - Some communities ready to go, others will take more time – phased approach
  - ER role raised often
  - Language of materials
  - Important to harness HTO, SAR societies and elders/community leaders
  - Build on intergenerational strengths

- Post visit follow-ups
  - Build on RAMSARD assessment with follow-up survey for more detailed evaluation and consistent information community to community; this survey will serve to build on community engagement and relationship-building

K. Enlightenment: New Awareness of Life in the Arctic

- Special awareness of life in Arctic – ice, distance, climate, communications and VHF, boat mix
- Boating activities are diverse, associated with a range of activities – fishing, whaling, sealing and travel to hunting grounds and camps. Long distances are travelled in many cases. Boating is also part of social and cultural activities, including day trips to adjacent islands or camps along the coast.
- **Risk factors are higher than expected** and growing. Increasing risks associated with boating activities
  - Changing and unpredictable weather patterns
  - Changing sea conditions
  - Changing wind patterns
  - Extended length of boating seasons
  - Extreme weather events
- Significant opportunity to develop local SAR capacity through establishment and development of CCGA units.
- Most communities visited had established local SAR capacity in some form, for both ground and marine SAR. In many communities, members of HTOs formed the foundation for local SAR societies.
- Boaters are knowledgeable and skilled, with extensive on the water experience.
- Boating safety awareness is high with attention paid to trip planning and informing friends or relatives ashore of planned travel on the water.
- Equipment availability issues – some communities have loaner programs for PFDs, sat phones, floater suits.
- Inconsistencies in awareness of *Small Vessel Regulations* equipment carriage requirements. Also inconsistent awareness of operator competency regulations. No Transport Canada relationship evident.

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- Wide range of boats
- Positive impression of CCG (though icebreakers and broken ices can have risk impacts on ice conditions for local boating activities.
- Communications challenges are pervasive with keen interest in solutions.
- Respect for traditional languages.
- Infrastructure exists, in some cases more is required– docks, wharves, breakwaters, walls, boat ramps.
- Intergenerational involvement important – elders, youth, community leaders.
- Ground SAR societies are for the most part strong and well organized.

L. Standing up CCG Auxiliary Units: The Process *(Risk control in action)*

- Attention was paid in community visits to educating and informing on process of establishing community units to ensure that communities understood both opportunities and benefits as the expectations and obligations associated with becoming Auxiliary members and forming community level Auxiliary units.
- Particular attention was paid to discussing with community members how the establishment of Auxiliary units would harness and align with the capacity, skills, experience and expertise currently existing in the community.

The community visits afforded an opportunity to assess following:

  - Marine risks factors and SAR demands being faced by the community
  - The right boats – the extent to which suitable boats existed in the community to serve as Auxiliary boats
  - The right people – community members with the interest and boating skills and knowledge to become Auxiliary members; community members that could serve as Auxiliary unit leaders and community members that could support the logistical and administrative infrastructure critical to successful Auxiliary units
  - Community support and capacity, in terms of for example hamlet support.

- Post community visit, these factors were assessed to land upon a determination of first of the appropriateness of establishing an Auxiliary unit, or alternatively considering alternative approaches to enhancing SAR prevention and boating safety in the community.
- Second, communities were assessed from the perspective of readiness to stand up an Auxiliary unit. It was determined that a phased approach to standing up units and that those units coming on board early could serve to support other communities in working toward readiness to become Auxiliary units in the future.

M. Standing Up CCG Auxiliary Units: Unique Challenges *(additional risk identification, estimation and evaluation)*

- Ambitious goal to establishing several units across the Arctic over a short time frame
- Challenges for planning and implementation in identifying and evaluating boats, equipping boats, recruitment of leaders and members, training.
- High costs of travel – needs to be planned carefully to maximize cost effectiveness.
- Short on water training session to get Units to operational status quickly. (Some classroom training already delivered ahead of coming season)
- Language and cultural sensitivity considerations.

N. Opportunities and Solutions *(further risk controls)*

- Synergies at many levels to be harnessed
  - SAR systems and hamlet
  - Hamlet to hamlet (Arctic SAR network)
  - Government of NWT/Government of Nunavut/Kativit Regional Government and hamlet, CCG Auxiliary, CCG

s.21(1)(b)

- Communication improvements will mitigate risks
- CCG Auxiliary Unit members can be local boating safety ambassadors – further risk reduction, and influencing next generation of boaters (partner to Transport Canada)
- JRCC SAR systems will further enhances SAR – hamlet synergies
- Hamlet to hamlet connections – a SAR culture across the Arctic
- Hamlet, territorial ,regional government,
- Connecting with local capacity

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s.21(1)(b) Additional meetings will be required with existing Search and Rescue partners namely the RCMP to review and update current MOU that exist between the RCMP, CCG and CCGA. Existing documentation may be needed to meet the need of not only the Western Arctic but also the Eastern. Currently the document only covers 5 Arctic units that utilize RCMP vessels for Search and Rescue missions.

O. Strategic considerations

- Marine environment/marine safety of significant importance to northern residents
- Special features of the Arctic are so significant, a tailored strategy will be important to harness opportunities and overcome challenges – innovative, creative approaches with appropriate oversight and risk mitigation – strategic management and oversight of the full project will be important
- Many opportunities to link up with other CCG, DFO, Other Government Department priorities and initiatives – these need to be fully indentified explored
- CCG linkages include – planned engagement for environmental response, development of Northern Marine Protected Corridors
- DFO linkages include – Marine Protected Areas, fisheries development (potential for new northern fisheries), infrastructure (at least one community in dire need of breakwater in light of climate change impacts, notably reduced shore ice exposing hamlet shoreline and launch point for boats to rough waters)
- Community relationships could be harnessed for
- Connection to Government of Canada priorities – northern development, climate change, Truth and Reconciliation, youth engagement, Parks Canada
- [redacted]
- Partnership potential with other levels of government and clarity of roles with territorial and regional government
- Partnership potential with safety equipment manufacturers

P. Moving Forward: Action Monitoring

- Financial monitoring and sustainability
- Watch inflation
- Cost of running a separate Arctic Region
- Ultimate goal – SAR in every hamlet

Policy= Arctic/GGC/Inuit relations and operations = strong management

Emerging partnerships

- Formal MOR with local government and GN – engaging of territorial government
- Paying for SVR gears
- (CCGA paying for SAR gear)
- Support to SAR society in hamlet
- Parks Canada
- Leveraging and harnessing
- Intradepartmental linkages and external engagement will continue to be a priorit

Planning for Arctic Region -expansion of units North of 60 and the possibility of the development of a new CCGA Arctic Region we will have to look developing a new regional specific set of By-laws for the North.

Northern Cree, Labrador Inuit, MCTS expansion, VHF service

ER/Aux role

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Capital (Vote 5) Details

Name of Initiative: *Select from drop down list below:*

Please provide a description of why the project is behind schedule and how the carry forward funds will be spent in future fiscal years. Please use the tables below to provide the details of the planned spending:

	2017/18	2018/19	2019/20	2020/21	2021/22	5 year total	On-going
Total by year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Assumptions	Please document all assumption used to determine estimated costs.						
Contingency	Please explain if contingency costs are included and why. I						

Capital Details

Description of activities	O&M Cost Item	2017/18	2018/19	2019/20	2020/21	2021/22	5 Year Total	On-going	
									Provide ra
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Sub-Total (Capital)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Prepared by:	
Reviewed by:	
WCTSS approval:	

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INITIAL REPORTED WORLD CLASS VARIANCE AT P6

WCTSS INITIATIVE	Project	Initiative Lead	Planned Budget	Forecast to Year End	Variance	Surplus 2016-2017	Carryforward 2016-2017	Details and funding for Project to be Advanced from Future Years
TOTAL KITIMAT AToN	AW2W1-Kitimat AtoN	LISA VANDEHEI Portfolio Analyst: Kathleen Mullaly	3,415,699	3,415,699				
MODERN NAVIGATION SYSTEM	AH2W2 - World Class - Implement Four-Season Lighted Navigation		1,424,280	575,100	849,180	238,000	611,180	
	9H0W1 - World Class - e-Navigation Hub		911,714	911,714				
	9N411 - World Class - e-Navigation Hub		956,300	956,300				
	9HNW1 - World Class - Electronic Navigation Charts & Bottom Surveys		790,000	790,000				
	9HNW2 - World Class - GNSS Back-Up Review		1,148,355	781,800	366,555	181,200	185,355	
	9HNW4 - World Class - Marine Traffic Planning & Analysis		507,100	296,953	210,147	210,147		
	9HNW5 - World Class - Intelligent Marine Traffic System		1,187,800	670,521	517,279		517,279	
	9HNW6 - World Class - Review of Electronic Monitoring & Communications Infrastructure		821,170	227,000	594,170		594,170	
	9HNW7 - World Class - Review of Aids to Navigation Systems		2,571,210	2,407,310	163,900		163,900	
	9HVW1 - PPUs on Large Vessels		400,000	400,000				
TOTAL MODERN NAVIGATION SYSTEM		LISA VANDEHEI Portfolio Analyst: Kathleen Mullaly	10,717,929	8,016,698	2,701,231	629,347	2,071,884	
TOTAL COMMUNITY ENGAGEMENT	9H0W3 - World-Class - Community Engagement	DANIEL BRETON Portfolio Analyst: Kathleen Mullaly	693,909	693,909				
TOTAL AREA RESPONSE PLANNING	9H0W5 - World Class - Area Response Planning	DANIEL BRETON Portfolio Analyst: Kathleen Mullaly	5,516,003	2,300,833	3,215,170	530,770	2,684,400	
TOTAL GOVERANCE AND LONG TERM FUNDING	9H0W7 - User Fees	ROBERT BROOKS Portfolio Analyst: Kathleen Mullaly	1,792,839	844,641	948,198		948,198	
MODERN NAVIGATION SYSTEM - ARCTIC	9HW32 - World Class Review of Electronic Monitoring & Communications Infrastructure - Arctic		1,166,580	1,025,391	141,189	80,939	60,250	
	9HW33 - World Class Review of Aids to Navigation Systems - Arctic		759,027	759,027				
WORLD CLASS MODERN NAVIGATION SYSTEM - ARCTIC		LISA VANDEHEI Portfolio Analyst: Kathleen Mullaly	1,925,607	1,784,418	141,189	80,939	60,250	
	9HW34 - CCGA in the Arctic		500,000	500,000				

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INITIAL REPORTED WORLD CLASS VARIANCE AT P6

WCTSS INITIATIVE	Project	Initiative Lead	Planned Budget	Forecast to Year End	Variance	Surplus 2016-2017	Carryforward 2016-2017	Details and funding for Project to be Advanced from Future Years
CCGA IN THE ARCTIC	9H0W6 - World Class - Aboriginal Community Boat Volunteer Program		152,000	101,205	50,795		50,795	
TOTAL CCGA IN THE ARCTIC	9HW34 - CCGA in the Arctic	DAVID TINLEY Portfolio Analyst: Kathleen Mullaly	652,000	601,205	50,795		50,795	
TOTAL ARCTIC SAR STUDY	9HW35 - World Class - Arctic SAR Study	PETER GARAPICK Portfolio Analyst: Tyler Edwards	788,685	497,320	291,365		291,365	
INCIDENT COMMAND SYSTEM	JH1W4 - Incident Command System		4,436,506	3,419,461	1,017,045	111,521	905,524	
	M60W1 - World Class CCG National Situation Centre							0
TOTAL INCIDENT COMMAND SYSTEM		SIMON MELANSON Portfolio Analyst: Lydia Nyzembela	4,436,506	3,419,461	1,017,045	111,521	905,524	0
WORLD CLASS ENABLER FUNDING	9HWEF - Enabler Funding	DANIEL BRETON Portfolio Analyst: Kathleen Mullaly	421,776	421,776				0
TOTAL WORLD CLASS			30,118,257	21,900,960	8,217,296	1,352,577	6,864,719	0

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VOTE 1 - WORLD CLASS INITIATIVES FORECAST AT P10

WCTSS INITIATIVE	Project	Allotment	RC	Planned Budget	Adjust.	Current Budget	Transfers	Planned Budget	Expenditures	Obligations	Commitments	Total Encumbrances	Forecast to Year End	Variance	Surplus (from Variance)	Carryforward (from Variance)
	AW2W1	120 - O&M	W9510 - Aids to Navigation Superintendent				513,805	513,805		2		2	513,805			
			W96B0 - MCI Superintendent			473,805	-473,805		1,187			1,187				
		102 - O&M Total				**473,805**	**40,000**	**513,805**	**1,187**	**2**		**1,189**	**513,805**			
		200 - Capital	H9320 - Director, Marine Navigation	2,901,894												
			W96B0 - MCI Superintendent			2,901,894		2,901,894	1,381,898	1,609,868	500,000	3,491,766	2,901,894			
			W96B1 - MCI - Engineering Manager						867			867				
			W96BD						9,475							
		200 - Capital Total		**2,901,894**		**2,901,894**		**2,901,894**	**1,392,239**	**1,609,868**	**500,000**	**3,492,632**	**2,901,894**			
	Total AW2W1			**2,901,894**		**3,375,699**	**40,000**	**3,415,699**	**1,393,427**	**1,609,870**	**500,000**	**3,493,821**	**3,415,699**			
TOTAL KITIMAT AToN				**2,901,894**		**3,375,699**	**40,000**	**3,415,699**	**1,393,427**	**1,609,870**	**500,000**	**3,493,821**	**3,415,699**			
	AH2W2	200- Capital	H9620 - Director, MCI & ER	1,491,700		575,100	238,000	813,100	136,432	135,294		271,726	575,100	238,000	238,000	
			H9623 - Manager, ER						69			69				
			H9905 - Priorities & Contingencies			849,180	-238,000	611,180						611,180		611,180
		200 - Capital Total		**1,491,700**		**1,424,280**		**1,424,280**	**136,501**	**135,294**		**271,794**	**575,100**	**849,180**	**238,000**	**611,180**
	Total AH2W2			**1,491,700**		**1,424,280**		**1,424,280**	**136,501**	**135,294**		**271,794**	**575,100**	**849,180**	**238,000**	**611,180**
	9H0W1 - World Class - e-Navigation Hub	101 - Salaries	H9323 - Manager, E-Navigation Program	151,600		69,600	-69,600									
			C9510 - Aids to Navigation						51			51				
			H9631 - Manager, Informatics			82,000		82,000	39,832	32,838		72,670	82,000			
			H9613 - Manager, E-navigation Program				119,600	119,600	34,866	46,116		80,983	119,600			
		101 - Salaries Total		**151,600**		**151,600**	**50,000**	**201,600**	**74,750**	**78,954**		**153,704**	**201,600**			
		102 - O&M	H9323 - Manager, E-Navigation Program	523,900		425,600	-425,600									
			H9631 - Manager, Informatics			98,300		98,300	40,323	1,675		41,999	98,300			
			H9613 - Manager, E-navigation Program				611,814	611,814	3,167			3,167	611,814			
		102 - O&M Total		**523,900**		**523,900**	**186,214**	**710,114**	**43,490**	**1,675**		**45,165**	**710,114**			
		200 - Capital	H9323 - Manager, E-Navigation Program	956,300		956,300	-956,300									
			C9510 - Aids to Navigation Superintendent						31							
		200 - Capital Total		**956,300**		**956,300**	**-956,300**		**31**							
	Total 9H0W1			**1,631,800**		**1,631,800**	**-720,086**	**911,714**	**118,270**	**80,630**		**198,869**	**911,714**			
	9N411 - World Class - e-Navigation Hub	101 - Salaries	W9511 - AtoN Operations - Victoria						5,165	36,949		42,114				
		101 - Salaries Total							**5,165**	**36,949**		**42,114**				
		200 - Capital	H9631 - Manager, Informatics				956,300	956,300	1,310		88,000	89,310	956,300			
			A9510 - Aids to Navigation Superintendent							42,455		42,455				
			C9510 - Aids to Navigation Superintendent						32,156	39,663		71,819				
		200 - Capital Total					**956,300**	**956,300**	**33,466**	**82,118**	**88,000**	**203,584**	**956,300**			
	Total 9N411						**956,300**	**956,300**	**38,631**	**119,066**	**88,000**	**245,698**	**956,300**			
	9HNW1 - World Class - Electronic Navigation Charts & Bottom Surveys	102 - O&M	A9510 - Aids to Navigation	790,000					1,275			1,275				
			A9513 - Waterways Officer			457,410		457,410		418,327		418,327	457,410			
			W9513 - Waterways Management			332,590		332,590					332,590			
		102 - O&M Total		**790,000**		**790,000**		**790,000**	**1,275**	**418,327**		**419,602**	**790,000**			
		160 - Water ways	W9513 - Waterways Management						63,115			63,115				
		160 - W. Marine Total							**63,115**			**63,115**				
	Total 9HNW1			**790,000**		**790,000**		**790,000**	**64,390**	**418,327**		**482,717**	**790,000**			
	9HNW2	101 - Salaries	H9451 - Manager, Operational Support			80,600		80,600	36,565	46,703		83,288	80,600			
			H9632 - Manager, Electronics			399,400		399,400	15,733	2,334		18,067	218,200	181,200	181,200	
		101 - Salaries Total				**480,000**		**480,000**	**52,318**	**49,037**		**101,355**	**298,800**	**181,200**	**181,200**	
		102 - O&M	H9630 - Director, Electronics &								126,500	126,500				
			H9632 - Manager, Electronics			357,000	311,355	668,355	885			885	483,000	185,355		185,355
		102 - O&M Total				**357,000**	**311,355**	**668,355**	**885**		**126,500**	**127,385**	**483,000**	**185,355**		**185,355**
	Total 9HNW2					**837,000**	**311,355**	**1,148,355**	**53,203**	**49,037**	**126,500**	**228,740**	**781,800**	**366,555**	**181,200**	**185,355**
	9HNW4 - World Class - Marine Traffic Planning & Analysis	101 - Salaries	H9320 - Director, Marine Navigation	407,100		407,100	-407,100									
			H9810 - Director, Safe Shipping				357,100	357,100	37,358	48,135		85,494	196,953	160,147	160,147	
			H9820 - Director, Economic and Industrial Intelligence						31,854			31,854				
		101 - Salaries Total		**407,100**		**407,100**	**-50,000**	**357,100**	**69,212**	**48,135**		**117,348**	**196,953**	**160,147**	**160,147**	
		102 - O&M	H9320 - Director, Marine Navigation	150,000		150,000	-150,000						100,000	50,000	50,000	
		102 - O&M	H9810 - Director, Marine Navigation				150,000	150,000								
		102 - O&M Total		**150,000**		**150,000**		**150,000**					**100,000**	**50,000**	**50,000**	
	Total 9HNW4			**557,100**		**557,100**	**-50,000**	**507,100**	**69,212**	**48,135**		**117,348**	**296,953**	**210,147**	**210,147**	
	9HNW5 - World Class - Intelligent	101 - Salaries	H9320 - Director, Marine Navigation	525,800		271,900	-271,900									
			H9321 - Manager, Marine Navigation Strategies						0			0				
			H9451 - Manager, Operational Support				88,200	88,200					88,200			
			H9631 - Manager, Informatics			253,900		253,900	31,340	48,138		79,477	147,300	106,600		106,600
			H9811 - Manager, Safe Shipping Strategies				183,700	183,700	73,477	63,260	65,280	202,016	40,021	143,679		143,679
		101 - Salaries Total		**525,800**		**525,800**		**525,800**	**104,816**	**111,398**	**65,280**	**281,494**	**275,521**	**250,279**		**250,279**

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VOTE 1 - WORLD CLASS INITIATIVES FORECAST AT P10

WCTSS INITIATIVE	Project	Allotment	RC	Planned Budget	Adjust.	Current Budget	Transfers	Planned Budget	Expenditures	Obligations	Commitments	Total Encumbrances	Forecast to Year End	Variance	Surplus (from Variance)	Carryforward (from Variance)
	Marine Traffic System	102 - O&M	H9320 - Director, Marine Navigation	542,000		221,000	-221,000									
			H9631 - Manager, Informatics			321,000		321,000			50,000	50,000	225,000	96,000		96,000
			H9811 - Manager, Safe Shipping Strategies				221,000	221,000	368			368	50,000	171,000		171,000
		102 - O&M Total		**542,000**		**542,000**		**542,000**	**368**		**50,000**	**50,368**	**275,000**	**267,000**		**267,000**
		200 - Capital	H9320 - Director, Marine Navigation	120,000												
			H9631 - Manager, Informatics			120,000		120,000					120,000			
		200 - Capital Total		**120,000**		**120,000**		**120,000**					**120,000**			
	Total 9HNW5			**1,187,800**		**1,187,800**		**1,187,800**	**105,184**	**111,398**	**115,280**	**331,862**	**670,521**	**517,279**		**517,279**
		102 - O&M	H9632 - Manager, Electronics			109,500	711,670	821,170	1,316		145,000	146,316	227,000	594,170		594,170
		102 - O&M Total				**109,500**	**711,670**	**821,170**	**1,316**		**145,000**	**146,316**	**227,000**	**594,170**		**594,170**
	Total 9HNW6					**109,500**	**711,670**	**821,170**	**1,316**		**145,000**	**146,316**	**227,000**	**594,170**		**594,170**
	9HNW7 - World Class - Review of Aids to Navigation Systems	101 - Salaries	A9450 - Lead Officer, MSOC East						15,645	42,010		57,656				
			A9510 - Aids to Navigation Superintendent			332,900		332,900	97,108	91,532		188,640	332,900			
			C9510 - Aids to Navigation			332,900		332,900	140,839	183,935		324,774	332,900			
			H9320 - Director, Marine Navigation	1,487,000		13,900	-13,900									
			H9810 - Director, Marine Navigation				13,900	13,900						13,900		13,900
			H9451 - Manager, Operational Support			92,300		92,300	37,718	47,147		84,865	92,300			
			H9620 - Director, MCI & ER			382,100		382,100					382,100			
			W9510 - Aids to Navigation			332,900		332,900	144,970	178,925		323,895	332,900			
		101 - Salaries Total		**1,487,000**		**1,487,000**		**1,487,000**	**436,280**	**543,550**		**979,830**	**1,473,100**	**13,900**		**13,900**
		102 - O&M	A9510 - Aids to Navigation			33,400	39,982	73,382	7,835	3		7,838	73,382			
			C9510 - Aids to Navigation Superintendent			33,300		33,300	11,413	2		11,415	33,300			
			H9451 - Manager, Operational Support			223,920	88,015	311,935	11,707	68,241		79,947	311,935			
			H9620 - Director, MCI & ER			150,000		150,000						150,000		150,000
			H9634 - Manager, CCG IT Systems			300,000		300,000					300,000			
			H9810 - Director, Marine Navigation				44,293	44,293					44,293			
			W9510 - Aids to Navigation			33,300	138,000	171,300	6,918	573		7,490	171,300			
			W9512 - AtoN Operations - Hay River						5,083			5,083				
		102 - O&M Total				**773,920**	**310,290**	**1,084,210**	**42,955**	**68,816**		**111,773**	**934,210**	**150,000**		**150,000**
	Total 9HNW7			**1,487,000**		**2,260,920**	**310,290**	**2,571,210**	**479,235**	**612,369**		**1,091,604**	**2,407,310**	**163,900**		**163,900**
	9HVW1 - PPUs on Large Vessels	200 - Capital	A96C1 - EI - Engineering Manager			166,000		166,000					166,000			
			C9CCG - CCG Control Account			126,800		126,800					126,800			
			W96C0 - Electronics & Informatics Superintendent (E&I)			107,200		107,200					107,200			
		200 - Capital Total				**400,000**		**400,000**					**400,000**			
	Total 9HVW1					**400,000**		**400,000**					**400,000**			
TOTAL MODERN NAVIGATION SYSTEM				**7,145,400**		**9,198,400**	**1,519,529**	**10,717,929**	**1,065,943**	**1,574,255**	**474,780**	**3,114,948**	**8,016,698**	**2,701,231**	**629,347**	**2,071,884**
COMMUNITY ENGAGEMENT	9H0W3 - World-Class - Community Engagement	101 - Salaries	H9370 - Director, Engagement Strategies	341,574		101,904	244,100	346,004	47,568	76,900	32,664	157,132	346,004			
			W9700 - RD, IBMS - Western			239,670		239,670	99,128	147,781		246,909	239,670			
		101 - Salaries Total		**341,574**		**341,574**	**244,100**	**585,674**	**146,697**	**224,681**	**32,664**	**404,041**	**585,674**			
		102 - O&M	H9370 - Director, Engagement Strategies	80,000		15,000	28,235	43,235	5,011	47,050		52,061	43,235			
			W9700 - RD, IBMS - Western			65,000		65,000	130,646	5,115		135,761	65,000			
		102 - O&M Total		**80,000**		**80,000**	**28,235**	**108,235**	**135,656**	**52,165**		**187,822**	**108,235**			
	Total 9H0W3			**421,574**		**421,574**	**272,335**	**693,909**	**282,353**	**276,846**	**32,664**	**591,863**	**693,909**			
TOTAL COMMUNITY ENGAGEMENT				**421,574**		**421,574**	**272,335**	**693,909**	**282,353**	**276,846**	**32,664**	**591,863**	**693,909**			
AREA RESPONSE PLANNING	9H0W5 - World Class - Area Response Planning	101 - Salaries	A9520 - Environmental Response			271,800		271,800	104,067	143,137		247,204	271,800			
			C9520 - Environmental Response Superintendent			269,600		269,600	96,200	140,391		236,591	269,600			
			H9360 - Director, World Class Strategies	2,355,000		474,520	492,948	967,468	90,640	136,383		227,023	653,515	313,953		313,953
			H9361 - Manager, World Class Policies and Strategies			520,100	-256,732	263,368	146,363	144,322		290,685		263,368	263,368	
			H9362 - Manager, World class Project Coordinator			249,000		249,000	89,567	107,240		196,827	210,937	38,063		38,063
			W9520 - Environmental Response Superintendent			266,400		266,400	63,611	169,820		233,431	266,400			
		101 - Salaries Total		**2,355,000**		**2,051,420**	**236,216**	**2,287,636**	**590,468**	**841,294**		**1,431,762**	**1,672,252**	**615,384**	**263,368**	**352,016**
		102 - O&M	A9520 - Environmental Response Superintendent			84,875	58,348	143,223	14,683	6,491		21,174	94,875	48,348	48,348	
			C9520 - Environmental Response Superintendent			84,875	94,052	178,927	23,193			23,193	108,687	70,240	70,240	
			H9360 - Director, World Class Strategies	434,000		362,622	1,582,762	1,945,384	6,605		37,395	44,000	60,229	1,885,155		1,885,155
			H9361 - Manager, World Class Policies and Strategies			16,000	100,498	116,498	1,382	2,945	16,989	21,316		116,498	116,498	
			H9362 - Manager, World class Project Coordinator			84,875	32,354	117,229	35,988	21,100		57,088	117,229			

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VOTE 1 - WORLD CLASS INITIATIVES FORECAST AT P10

WCTSS INITIATIVE	Project	Allotment	RC	Planned Budget	Adjust.	Current Budget	Transfers	Planned Budget	Expenditures	Obligations	Commitments	Total Encumbrances	Forecast to Year End	Variance	Surplus (from Variance)	Carryforward (from Variance)
			W9520 - Environmental Response Superintendent			84,875	20,002	104,877	25,044	2,416		27,460	72,561	32,316	32,316	
		102 - O&M Total		**434,000**		**718,122**	**1,888,016**	**2,606,138**	**106,896**	**32,951**	**54,384**	**194,231**	**453,581**	**2,152,557**	**267,402**	**1,885,155**
		200 - Capital	H9361 - Manager, World Class Policies and Strategies						13,242	56,369		69,610				
		200 - Capital Total							**13,242**	**56,369**		**69,610**				
	Total 9H0W5			**2,789,000**		**2,769,542**	**2,124,232**	**4,893,774**	**710,605**	**930,614**	**54,384**	**1,695,603**	**2,125,833**	**2,767,941**	**530,770**	**2,237,171**
ENHANCE AREA RESPONSE PLANNING	9H0W8 - World Class - Enhanced Area Response Planning	101 - Salaries	C9520 - Environmental Response Superintendent				80,000	80,000					80,000			
			H9360 - Director, World Class Strategies				299,532	299,532						299,532		299,532
		101 - Salaries Total					**379,532**	**379,532**					**80,000**	**299,532**		**299,532**
		102 - O&M	C9520 - Environmental Response Superintendent				95,000	95,000					95,000			
			H9360 - Director, World Class Strategies				147,697	147,697						147,697		147,697
		102 - O&M Total					**242,697**	**242,697**					**95,000**	**147,697**		**147,697**
	Total 9H0W8						**622,229**	**622,229**					**175,000**	**447,229**		**447,229**
TOTAL AREA RESPONSE PLANNING				**2,789,000**		**2,769,542**	**2,746,461**	**5,516,003**	**710,605**	**930,614**	**54,384**	**1,695,603**	**2,300,833**	**3,215,170**	**530,770**	**2,684,400**
GOVERANCE AND LONG TERM FUNDING	9H0W7 - User Fees	101 - Salaries	H9313 - Manager, Issues Coordination and Engagement						45,193	51,414		96,607				
			H9380 - Director, World Class - User Fees	678,000					10,804	44,176		54,981				
			H9713 - Manager, Operational Investments			91,000		91,000	42,924	93,288		136,212	91,000			
			H9260 - Project Manager, Small Vessels						19,359	35,829		55,188				
			H9630 - Director, World Class User Fees			587,000		587,000	166,967	148,517		315,483	441,417	145,583		145,583
		101 - Salaries Total		**678,000**		**678,000**		**678,000**	**285,247**	**373,225**		**658,471**	**532,417**	**145,583**		**145,583**
		102 - O&M	H9380 - Director, World Class - User Fees	416,000						-51		-51				
			H9713 - Manager, Operational Investments			895		895					895			
			H9630 - Director, World Class User Fees			415,105	698,839	1,113,944					311,329	802,615		802,615
		102 - O&M Total		**416,000**		**416,000**	**698,839**	**1,114,839**		**-51**		**-51**	**312,224**	**802,615**		**802,615**
	Total 9H0W7			**1,094,000**		**1,094,000**	**698,839**	**1,792,839**	**285,247**	**373,174**		**658,421**	**844,641**	**948,198**		**948,198**
TOTAL GOVERANCE AND LONG TERM FUNDING				**1,094,000**		**1,094,000**	**698,839**	**1,792,839**	**285,247**	**373,174**		**658,421**	**844,641**	**948,198**		**948,198**
MODERN NAVIGATION SYSTEM - ARCTIC	9HW32 - World Class Review of Electronic Monitoring & Communications Infrastructure - Arctic	101 - Salaries	H9360 - Director, World Class Strategies	407,806												
			H9451 - Manager, Operational Support			89,067		89,067					89,067			
			H9632 - Manager, Electronics			318,739		318,739	22,134	7,207		29,342	237,800	80,939	80,939	
		101 - Salaries Total		**407,806**		**407,806**		**407,806**	**22,134**	**7,207**		**29,342**	**326,867**	**80,939**	**80,939**	
		102 - O&M	H9360 - Director, World Class	732,600												
			H9451 - Manager, Operational Support			2,350	26,174	28,524	7,576	17		7,593	28,524			
			H9632 - Manager, Electronics			730,250		730,250					670,000	60,250		60,250
		102 - O&M Total		**732,600**		**732,600**	**26,174**	**758,774**	**7,576**	**17**		**7,593**	**698,524**	**60,250**		**60,250**
	Total 9HW32			**1,140,406**		**1,140,406**	**26,174**	**1,166,580**	**29,710**	**7,224**		**36,935**	**1,025,391**	**141,189**	**80,939**	**60,250**
	9HW33 - World Class Review of Aids to Navigation Systems - Arctic	101 - Salaries	C9510 - Aids to Navigation Superintendent			238,627		238,627			119,795	119,795	238,627			
		101 - Salaries Total				**238,627**		**238,627**			**119,795**	**119,795**	**238,627**			
		102 - O&M	C9510 - Aids to Navigation Superintendent			270,400	250,000	520,400					520,400			
		102 - O&M Total				**270,400**	**250,000**	**520,400**					**520,400**			
	Total 9HW33			**509,027**		**509,027**	**250,000**	**759,027**			**119,795**	**119,795**	**759,027**			
WORLD CLASS MODERN NAVIGATION SYSTEM - ARCTIC				**1,649,433**		**1,649,433**	**250,000**	**1,925,607**	**29,710**	**7,224**	**119,795**	**156,730**	**1,784,418**	**141,189**	**80,939**	**60,250**
ENHANCING SEARCH AND RESCUE CAPACITY	9HW34 - CCGA in the Arctic	300 - G&C's	C9540 - Search and Rescue			500,000		500,000	350,000	150,000		500,000	500,000			
			H9330 - Director, Preparedness and	500,000												
		300 - G&C's Total		**500,000**		**500,000**		**500,000**	**350,000**	**150,000**		**500,000**	**500,000**			
	Total 9HW34			**500,000**		**500,000**		**500,000**	**350,000**	**150,000**		**500,000**	**500,000**			
	9H0W6 - World Class - Aboriginal Community Boat Volunteer Program	101 - Salaries	H9330 - Director, Preparedness and Response				102,000	102,000					51,205	50,795		50,795
		101 - Salaries Total					**102,000**	**102,000**					**51,205**	**50,795**		**50,795**
		102 - O&M	H9330 - Director, Preparedness and Response				50,000	50,000					50,000			
			H9360 - Director, World Class Strategies								4,500	4,500				
		102 - O&M Total					**50,000**	**50,000**			**4,500**	**4,500**	**50,000**			
	Total 9H0W6			**509,027**			**152,000**	**152,000**			**4,500**	**4,500**	**101,205**	**50,795**		**50,795**
TOTAL CCGA IN THE ARCTIC				**1,009,027**		**500,000**	**152,000**	**652,000**	**350,000**	**150,000**	**4,500**	**504,500**	**601,205**	**50,795**		**50,795**
ARCTIC SAR STUDY	9HW35 - World Class - Arctic SAR Study	101 - Salaries	C9540 - Search and Rescue Superintendent			179,373		179,373	80,659	124,087		204,746	179,373			
			H9330 - Director, Preparedness and Response	266,493		87,120		87,120			45,672	45,672	48,191	38,929		38,929
		101 - Salaries Total		**266,493**		**266,493**		**266,493**	**80,659**	**124,087**	**45,672**	**250,417**	**227,564**	**38,929**		**38,929**
		102 - O&M	C9540 - Search and Rescue Superintendent			269,756	252,436	522,192	47,926	225,674		273,600	269,756	252,436		252,436
			H9330 - Director, Preparedness and Response	269,756												
		102 - O&M Total		**269,756**		**269,756**	**252,436**	**522,192**	**47,926**	**225,674**		**273,600**	**269,756**	**252,436**		**252,436**
	Total 9HW35			**536,249**		**536,249**	**252,436**	**788,685**	**128,585**	**349,761**	**45,672**	**524,017**	**497,320**	**291,365**		**291,365**
TOTAL ARCTIC SAR STUDY				**536,249**		**536,249**	**252,436**	**788,685**	**128,585**	**349,761**	**45,672**	**524,017**	**497,320**	**291,365**		**291,365**
		101 - Salaries	A9700 - Regional Director, Integrated Business Management Services			36,600		36,600					36,600			
			C9710 - IBMS- Great Lakes Sector			48,800		48,800	20,093	25,117		45,210	48,800			
			H9331 - Manager, Preparedness and Response Strategies						25,197			25,197				
			H9332 - Manager, Preparedness and Response Policies			230,964		230,964	21,898	59,989	94,435	176,322	127,743	103,221	103,221	

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VOTE 1 - WORLD CLASS INITIATIVES FORECAST AT P10

WCTSS INITIATIVE	Project	Allotment	RC	Planned Budget	Adjust.	Current Budget	Transfers	Planned Budget	Expenditures	Obligations	Commitments	Total Encumbrances	Forecast to Year End	Variance	Surplus (from Variance)	Carryforward (from Variance)
INCIDENT COMMAND SYSTEM	JH1W4 - Incident Command System		H9480 - Director, Incident Command System Management (ICS)	1,768,318		1,310,054		1,310,054	296,666	344,313		640,979	1,310,054			
			H9630 - Director, Electronics & Informatics						376	10,901		11,276				
			W9410 - Regional Operations Centre Superintendent			141,900		141,900	59,356	19,317		78,673	141,900			
		101 - Salaries Total		**1,768,318**		**1,768,318**		**1,768,318**	**423,585**	**459,636**	**94,435**	**977,657**	**1,665,097**	**103,221**	**103,221**	
			H9332 - Manager, Preparedness and Response Policies			14,300		14,300			6,000	6,000	6,000	8,300	8,300	
			H9480 - Director, Incident Command System Management (ICS)	2,494,520		2,477,575	176,313	2,653,888	111,779	436,880	510,000	1,058,659	1,748,364	905,524		905,524
			H9636 - IT Projects						11			11				
		102 - O&M Total		**2,494,520**		**2,491,875**	**176,313**	**2,668,188**	**111,790**	**436,880**	**516,000**	**1,064,670**	**1,754,364**	**913,824**	**8,300**	**905,524**
		200 - Capital	H9480 - Director, Incident Command System Management (ICS)						27,361	28,316		55,678				
			H9636 - IT Projects						59,092	196,769		255,861				
		200 - Capital Total							**86,453**	**225,085**		**311,539**				
	Total JH1W4			**4,262,838**		**4,260,193**	**176,313**	**4,436,506**	**621,829**	**1,121,802**	**610,435**	**2,353,866**	**3,419,461**	**1,017,045**	**111,521**	**905,524**
	M60W1 - World Class CCG National Situation Centre	200 - Capital	H9480 - Director, Incident Command System Management (ICS)						820,695	233,697	200,000	1,254,392				
		200 - Capital Total							**820,695**	**233,697**	**200,000**	**1,254,392**				
	Total M60W1								**820,695**	**233,697**	**200,000**	**1,254,392**				
PHASE II - CONTINGENCY FUNDING	9HWEF - Phase II - Contingency Funding	101 - Salaries	H9713 - Investment Management			29,573		29,573	3,399	26,173		29,572	29,573			
			H9731 - Manager, Workforce Development			71,330		71,330					71,330			
			H9733 - Strategic Business Management			118,350		118,350	12,115	43,360		55,476	118,350			
			H9712 - Manager, Business Operations and Analysis			84,328		84,328	28,540	55,932		84,472	84,328			
		101 - Salaries Total				**303,581**		**303,581**	**44,054**	**125,466**		**169,520**	**303,581**			
		102 - O&M	H9730 - Director, Workforce Development & Information Strategies			10,000		10,000					10,000			
			H9731- Manager, Workforce Development			1,280		1,280					1,280			
			H9905 - Priorities & Contingencies Account	482,495		104,255		104,255					104,255			
			H9733 - Strategic Business Management			1,560		1,560					1,560			
			H9712 - Manager, Business Operations and Analysis			1,100		1,100	1,100			1,100	1,100			
		102 - O&M Total		**482,495**		**118,195**		**118,195**	**1,100**			**1,100**	**118,195**			
	Total 9HWEF			**482,495**		**421,776**		**421,776**	**45,154**	**125,466**		**170,620**	**421,776**			
TOTAL WORLD CLASS				**21,273,856**		**24,226,866**	**5,891,391**	**30,118,257**	**5,733,548**	**6,752,509**	**2,042,229**	**14,518,781**	**21,900,960**	**8,217,296**	**1,352,577**	**6,864,719**
CCG SALARIES				**8,388,691**		**9,107,319**	**961,848**	**10,069,167**	**2,335,386**	**3,023,619**	**357,845**	**5,716,850**	**8,129,258**	**1,939,909**	**788,875**	**1,151,034**
CCG O&M				**6,915,271**		**8,817,073**	**4,929,543**	**13,746,616**	**565,535**	**1,236,459**	**896,384**	**2,698,379**	**8,318,408**	**5,428,207**	**325,702**	**5,102,505**
CCG G&C's				**500,000**		**500,000**		**500,000**	**350,000**	**150,000**		**500,000**	**500,000**			
CCG CAPITAL				**5,469,894**		**5,802,474**		**5,802,474**	**2,482,627**	**2,342,430**	**788,000**	**5,603,552**	**4,953,294**	**849,180**	**238,000**	**611,180**

	Salary	O&M
P5 Encumbrances	5,582,580	2,659,465
P6 Encumbrances	5,716,850	2,698,379
Increase / Decrease	**134,270**	**38,914**
Forecast at P6	**8,129,258**	**8,318,408**
Less Expenditures	-2,335,386	-565,535
Variance between forecast & expenditures	**5,793,872**	**7,752,873**
Less Obligations	-3,023,619	-1,236,459
Balance of Commitments / Uncommitted funds	2,770,253	6,516,414

Check: -62 | 0.23

P.S: Manually deducted 5k from Commitments to RC H9480 for Project 9149E.

	Salary	O&M
P5 - *Percent of unencumbered funds*	57%	20%
P5 - *Percent of unencumbered funds - excluding. commitments*	59%	13%

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8W420: Expansion of Arctic Auxiliaries

DESCRIPTION:
Communities often possess the greatest local knowledge to safely navigate their neighbouring waterways. Coastal Indigenous communities have a long history of being the first on-scene to respond to marine emergencies in their local waters. Most Indigenous communities currently respond, to the best of their ability, as vessels of opportunity with no formal emergency response equipment, training or affiliation to an existing maritime emergency response organization. Numerous reports and recommendations note that Indigenous communities should be equipped and trained to have a formal role in maritime emergency response activities (SAR and ER). Through OPP, the CCG has sought to enhance Canada's community-based marine emergency preparedness and response capacity through targeted actions, including the establishment of an Indigenous Auxiliary chapter in British Columbia (BC) and an Arctic Auxiliary chapter.

The creation of these two new Auxiliary Chapters will be implemented in parallel to the renewal of the contribution agreements for the five existing CCGA regions, throughout 2017-18, in order to have ail contribution agreements and program terms and conditions revised, finalized and approved by the Minister of Fisheries, Oceans and the Canadian Coast Guard's authorized delegate, prier to the termination of the existing agreements on 31 March 2018.

% ARCTIC FOCUS: 100%

% ARCTIC FOCUS BREAKDOWN (% OF ARCTIC FOCUS PER PROJECT ACTIVITY CATEGORY)

Engagement	Operations	Technical
75%	25%	0%

BUDGET and FTEs PER WBS

FTEs	110 Salary			120 O&M		
1	*FY 19/20*	*FY 20/21*	*FY 21/22*	*FY 19/20*	*FY 20/21*	*FY 21/22*
	$84,443	$84,443	$84,443	$4050	$4050	$4050

PROJECT RECOMMENDATION:

This project should be moved to the Arctic Region and would benefit from a 1.0 FTE Arctic Region RPM.

In order to support this project in the Arctic Region, it is recommended that the entire budget be moved to the new Region.

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Annex A

Planned Carry Forward Request Template 2016-2017

Organization: CCG SAR C&A Region
Carry Forward Item: 9HW35 - World Class SAR Arctic Study
Amount (O&M equivalent): $197,783 ($129,192 C&A Region & $68,591 National Strategies)
Program Activity / Sub Activity / Sub Sub Activity: SAR, CG Auxilairy Expansion (R14)

Reason for Carry Forward:

TB Protected [1]	X Special Initiative	Ministerial Priority
☐ External Factor	☐ Internal Factor	☐ Other

[1] Funds are TB Protected when the Cabinet RD or TB Minute contains a clear statement that the funding must be used only for the purpose for which it was approved. Please provide TB Decision # and statement from the Cabinet RD or TB Minute in the box below.

The project arrived in July 2015 and the project only began in September 2015. Initially the project manager was not dedicated to the project and progress was minimal. In the last 4 months with a dedicated project team, progress has been substantial but a longer period is required to achieve the full project objectives.

Description:

The 2-yr Arctic SAR Study Project comes to an end on March 31, 2017 and has resulted in great success of establishing new CCG Auxiliary SAR Units in Arctic communities.

Justification:

While the project has seen great success, the 2 year period is not a long enouugh time frame to complete the work in all communities. New FTE's and O&M identidfied in the COPP will allow the project to continue, however, the yet to be determined timing of the arrival of funding will leave a gap where no project work can be carried out.

Effect on External Clients:

Not extending funding into a Year-3 will result in the deterioation of achievements and progress in expanding SAR coveage in the Arctic as well as a detrimental esffect on the relationships established with the Inuit in the commuities as well as the local regional and territorial governments. If the transition from this project to the COPP is not seamless, the 2 years spent on the development and establishment of SAR capcity that will result directly into saved lives and CCG-Inuit relations will be lost.

Effect on Personnel:

There is minimal effect on personal since Project members have indeterminate positions wihtin the CCG organisation; however, if a 3rd year is approved, salary funding will be required to allow project members (PM-06 and GT-04 as well as admin support) to be dedicated to the project in order to contiue the work and successes realised in years 1 and 2.

Effect on Stated Priorities:

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There is great momentum for establishing more CG Aux SAR Units in many communties; The Grant & Contributiuon funding for CCG Auxiliary (the operation of these CCG Aux units) is available but without the project money to support the establishment of units, the G&C funds cannot be used and will be wasted.

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Canadian Coast Guard Auxiliary Fact Sheet

- The Canadian Coast Guard Auxiliary is a volunteer organization which augments the maritime SAR response capacity in federal SAR mandated waters as official partners of the Canadian Coast Guard.
- Auxiliary assets are strategically located between Coast Guard assets where maritime traffic is concentrated and marine risks are highest.
- The Auxiliary's five regional non-profit organizations (Maritimes, Newfoundland and Labrador, Quebec, C&A and Pacific –RCMSAR) are funded by the Coast Guard through five regional contribution agreements totalling over $5.5M annually.
    - Auxiliary Contribution Agreements are up for renewal during 2017-18, as existing agreements expire March 31st 2018.
- With over 4,000 members operating more than 1100 vessels, the Auxiliary is an important and efficient means of supplementing the on-water SAR response capacity.
    - This fleet of vessels is comprised of many owner-operated vessels (commercial fishers, pleasure craft). However some regions rely extensively on community-owned dedicated SAR vessels (RCMSAR).
- CCGA volunteers are experienced mariners who are familiar with the local environment and typically respond to more than 25% of all maritime incidents in Canada.
- The Auxiliary fleet currently includes 9 units operating in the Arctic with 11 vessels and approximately 100 Auxiliary volunteer members. However the on-going Arctic SAR project aims to bring additional communities into the Auxiliary membership.
- Further to those initiatives is the OPP initiative to allow access to Arctic communities to apply to the Community-boats pilot program that will fund Indigenous communities to purchase required emergency response capable vessels and equipment not otherwise funded through the Auxiliary contribution program in order to facilitate their participation in the Auxiliary.
- The Auxiliary currently has 14 certified trainers in various locations in the Arctic, including Hay River, Yellowknife and Tuktoyaktuk. A train the trainer program is being used in the Arctic region to allow communities members to be trained locally.
- C&A and Quebec region Auxiliary's are working with the Coast Guard and Emergency Management Offices in Nunavut and Nunavik to expand their presence in the Arctic, with plans to add 6 marine SAR units in Nunavik and 4-6 from Nunavut, to their membership in 2016-17.
- The National Auxiliary currently has an awards and recognition program that Coast Guard NHQ participates in as part of the awards committee to review and support nominations.

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Canadian Coast Guard Auxiliary

Community Visits Program

For

Canadian Coast Guard Fleet Vessels Arctic

2017

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Canadian Coast Guard Auxiliary Training and Exercise Protocols

Contact Protocols

The following procedure shall be used when engaged in training and exercise programs with Canadian Coast Guard Axillary units in Arctic water, all training must be approved by CCGA Arctic District Director prior to the event so that the unit and the members that are taking part have the required coverage as provided by the CCGA when on tasking or training events. All crew members on the vessel during the training or exercise event must also be members of the CCGA and listed as part of the training request to the district director.

Unit within the CCGA will have a tasking authorization number as that has been issued by a tasking authority within the CCGA the number should contain the following 17-TSK – xxx this must be in place so that the unit has insurance coverage during the training event for the vessel and the members. If you are working with a non CCGA unit keep in mind that they will not have a tasking number or insurance coverage for the crew or the vessel.

Contacts for Tasking

All CCGA units in the Northwest Territories and Nunavut will fall under Canadian Coast Guard Auxiliary Central and Arctic region, for all units in Northern Quebec they fall under Canadian Coast Guard Auxiliary Quebec. When planning a training event the respective region shall be made aware so that the correct numbers and approvals are submitted.

CCGA Central and Arctic – Phil Unger District Director or designate - see contact sheet

CCGA Quebec – Andre Audet Director Operation North or designate – see contact sheet

Reports

Upon completion of the training or exercise the office responsible for the event should complete a brief report which should include a description of the event the community and the number of persons who took part. If pictures are taken please make sure that the DFO release is complete for communications prior to sending the information south. Included in this package on a separate file is the CCGA Ride Check format, this can be used as a guide when conducting the on water sections of the training, it is only a guide and the unit does not have to complete all of the sections to accomplish the tasking. They should however complete at least one search pattern and one PIW recovery as part of the SAR tasking.

Non CCGA Units

If the Community or Hamlet is not part of the CCGA they will not require a tasking or authorization number, this also means that the community if taking part in a Search and Rescue training event is not covered by the CCGA insurance policy and if crew member is injured or the vessel is damaged they will not have access to this benefit.

This does not mean that the community should not be contact as many of them have been or are in the process of becoming CCGA units; please contact the Arctic SAR Office who can provide information regarding the status of the community.

Mark Gagnon – 519 331 4985 – mark.gagnon@dfo-mpo.gc.ca

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Canadian Coast Guard

Arctic Vessel Support Request 2017 - 2018

STRXXX	**Vessel** (do not fill this line)	Fm:	To:	Updated
SECTOR *(Ministry, dept., Co ...)* *All information*				

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ORIGINATOR	**TELEPHONE**
Mark Gagnon for Peter Garapick Arctic Superintendent Search and Rescue	**519 331 4985**

PROJECT DESCRIPTION

Community training and visits program with CCG Fleet vessels when deployed to Arctic waters, the vessels and crews are asked to complete a basic training program with the local communities search and rescue group or if applicable the Canadian Coast Guard Auxiliary unit within the community.

The following points should be considered as part of the engagement program with the communities:

1. Engagements may be a SAR exercise or training or general Hamlet interaction with tours of the vessel as SAR is only one aspect of the engagement program.
2. The ROC as well as Communications are to be informed prior to the engagement with the Hamlets so that summary reports can made of all interactions.
3. The vessels will receive prior to sailing a complete package with the procedures for CCG interactions with the Hamlets, SAR training and evaluation forms along with other information required for contact with the community.

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Date(s) Required *(Including alternative date if possible)*	TBD and in discussion with the communities
Area of Operation (Location)	Various communities as operations allow for - Nunavut - Nuavick - NWT
Description of Program Description of program or training event - On water exercise - Community visits program with CCGA or Local SAR group - Ship based visit	
Helicopter support required ? **Estimate hours** and describe usage (include weights of equipment to be transported) - *not luggage*	
Pre-Boarding Requirements for supernumeraries: - Our Fleet Safety Manual procedure 6.D.1 'Supernumerary Personnel Carried Aboard Vessels' details the requirement for supernumerary personnel to sign the '**General Statement of Risks**' and to complete the '**Statement of Medical Fitness**' prior to being engaged on a CCG vessel. **(Annex A& B)** - **Valid medical certificate** - **Valid passport**	

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Passengers & Supernumeraries All passengers (Canadian and Non-Canadian) and supernumaries will be subject to a per diem charge/ **$96.10** (in date April 1st, 2016) (in line with Coast Guard Fleet Orders) to offset the costs associated with their stay onboard.	*Info on each passenger required:* Name : Address : Telephone : E-mail :
Guarantor of the passenger(s) (Mandatory to get a Security Clearance approval) ** You can not be your own guarantor*	**Director and/or Supervisor and/or chief-of-mission** Name & Title: Address: Telephone: E-mail:

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Search and Rescue Exercise and Training Instructions

Purpose

- The evaluators role on a ride check or SAREX is to evaluate the crews practical SAR knowledge in a scenario based/practical setting (**see attached check list**)
- The ride check or SAREX is a recertification by which the members are required to participate in once every five years. If the community is not a CCGA member unit they do not fall into this recertification protocol
- The checklist is to be used for CCGA units only, it is recommended that if the unit is not a CCGA registered vessel that any on water Search and Rescue training activities are not exercised.

Evaluating the Crew – Goals

- SAR Ex or Ride Checks are crew based evaluations. It is not to point out strengths or weaknesses of individual members but how the crew operates as a team
- The evaluator sets the goals or scenario with the unit leader, coxswain, DTC as required
- The evaluator has the flexibility to evaluate the SAR crew as required
- Not all aspects in each category are required or necessary and may not be applicable to the ride check or SARex
- All aspects of the ride check or SAREx evaluation are to be in accordance with our training manuals Phase 1 & Phase 2 (SVOP/MEDA3/ SAR Operations) and with our current training standards. Instructors/Evaluators can and should reference these standards prior to a Ride Check or SARex and in the event there is a need for retraining in one or more topics

Dockside

Pre Departure - Pre departure briefing, DI, Equipment Inspection - ensure the crews are performing the listed items in accordance with our training materials and unit guidelines for inspection of equipment and vessels

Personal Safety -Ensure proper use of PPE, Correct PPE for weather, Correct Sizing of PPE

Log Keeping - Ensure accurate and complete deck logs, radio logs, operational logs are in use by the crew and coxswain

Radio Operations - Ensure correct use of the VHF radio, correct use of phonetic alphabet, and also ensure the radio is operational on the vessel

Deck Work – Lines - Correct use of lines when securing vessel, correct use of lines when required (towing exercise, etc), and safety around lines

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Search Patterns

In this category the evaluator may choose to do one of the following search patterns as part of the ride check or SARex - Track Crawl, Expanding Square, Creeping Line, Parallel, and Sector Search
It is not mandatory to do all of the Search Patterns as listed above
It is acceptable to run the search pattern as chosen by the evaluator and every crew member should have a chance to perform the various tasks associated with a search (Helm, Navigation, Spotter, and Chart Work)

Spotter Skills – The evaluator should ensure that crew assigned the task of spotter are performing the task as outlined in our training material and ensure that the coxswain rotates crew through this task

Air Assist – If the SAREX has an air support scenario or training exercise, the evaluator should ensure that the crews are working with the air support as indicated in our training material

Rescue

Waiver - Ensure completion and accuracy of a waiver; if a verbal waiver is used ensure that the proper form of communication is used for recording purposes

Long Tow - Setup of the tow, communications (crew and disabled vessel, MCTS), proper line work and deck work, helm and coxswain decision making qualities, overall crew competency and performance

Hip Tow - Proper conversion from long to hip if applicable, lines, fenders, communications, and safety at all times from all crew and the coxswain

Grounding - Crew work together to remedy the situation as applicable with our training materials

Capsized - If applicable to a SAREX or ride check, the evaluator should reference the manual and training materials in use within our region to determine the required outcomes and goals of the crews for this scenario

De Watering Pump - Setup of the pump, proper us of the pump, monitoring the water output and intake as well as the disabled vessel water levels, continual monitoring of fuel in pump, continual monitoring of the heat generated from the pump (exhaust becomes fire/heat source as well as CO hazard)

First Aid - Appropriate first aid given for the scenario, first aid given at the level that the first aider possess (evaluator should confirm verbally the level of 1st aid training that the crew possess)

PIW - SAPP, Extrication from water, MOB Drill. If applicable a mannequin can should/could be used for ride check or SAREX. Evaluator should ensure that crews are communicating and working cooperatively and have safety in mind at all times

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Coxswain/Helmsman

Boat Handling - Coxswain or helmsman operates the vessel in a safe manner at all times with safe speeds. Coxswain or helmsman operates the vessel under the collision regulations and observes the rules of the road at all times. Coxswain or helmsman operates the vessel with correct lights displayed when required

Effectiveness - Coxswain or helmsman are effective in their assigned roles and communicate their intentions effectively to the crew

Orders - Communication from coxswain and helmsman to the crew is simple, effective, clear and concise, and receives the required feedback from the crew

Crew Co-op - Crew co-operates well with each other and the assigned tasks are completed safely and with utmost professionalism

Piloting

GPS - Proper use of the GPS, and the ability to read and follow the GPS co-ordinates as applicable to the ride check or SAREX scenario

Search Area - Crew plots the search area as applicable to the scenario for the ride check or SAREX and is correct

Course - Ensure the crew is plotting a course as applicable to the scenario for the ride check or SAREX follows the course with corrections as required

Dead Reckoning - If applicable to the scenario, the crew works effectively to complete the tasks as assigned in a dead reckoning exercise

Chart Plotter - If the crew is using an electronic chart plotter, ensure that the coordinates are entered correctly and a crew member is assigned the task of using and monitoring the chart plotter

RADAR - If vessel is equipped with a radar, ensure that the radar is turned on and working and crew is continually monitoring the radar for traffic

RTB

Tie Up - Ensure that the tie up at the dock is safe, effective for the vessel in use and the lines are handled with accuracy and safely

Report to MCTS - Proper and timely communication with MCTS is essential when reporting information from a ride check or SAREX scenario along with returning to base. The evaluator should ensure that they are following appropriate protocols for communicating with MCTS

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Refuel - If applicable to the day's events or scenario for the ride check or SAREX, ensure that the crews are following all safety protocols for re-fueling (as outlined in training material and safe boating guide)

De Briefing - Coxswains and crew should be de-briefing the scenario and days events of the ride check or SAREX with both positive and negative feedback. Evaluators should also provide feedback at this time and use the debrief as an opportunity to discuss training needs that may have arose from the ride check or SAREX

Tips for success as an evaluator

The ride check or SAREX is practice and training for success, not a demonstration of failure
Feedback should lead participants to improved practices, training, attitudes and general effectiveness
Although the group expects you to offer an evaluation, if you are doing almost all the talking, something is wrong
Demonstrate an inviting manner; be careful not to continually correct others, ignore others' comments, or that you aren't overly critical. Positive feedback is a must
Safety of the crew and yourself should be paramount at all times. Ensure that the scenario you have chosen does not place anyone at risk of injury
Be mindful of complacency on the crews in certain duties; IE Spotters becoming complacent in their tasks
Bring closure during the de-briefing; ensure that you have a quick summary of what has been performed, a reinforcement of accomplishments, possible areas for crew improvement, and leave the exercise on a positive note
Evaluators should review the form and categories prior to the ride check or SAREX

Recording and Reporting

- Upon arrival a formal pre departure briefing should be given to the whole crew prior to starting the evaluation so that they are aware of what is expected of them
- There are 3 categories for scoring; Satisfactory, unacceptable and exempt.
- Comments/reasons for area's that are unacceptable should be made on the back side of the form
- Once the evaluation has been completed the evaluator will provide the crew with a verbal debriefing of ride check or SAREX and any areas that required practice or training
- As a reminder – the ride check or SAREX is a crew based evaluation

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SAR EX Scenario

Safety of Vessel and Crew

- During the exercise all vessels will work on VHF channel 19. The frequency will remain in effect for the duration of the training exercise, and can only be changed by the on scene commander (OSC).
- In the event of actual emergency vessels will be instructed as to the nature of the emergency by the OSC and instructed as to what actions are to be taken. The spoken word **NO DUFF** will be broadcast on channel 19, in the event this occurs all vessels are to stop the exercise and await instructions from the OSC.
- A radio guard will be held by the OSC on channel 16 and 82 for the duration of the training exercise.
- As this is a training exercise, all vessel operators will not take undue risk or put their crews into positions that my place them in harm's way. All hazardous occurrences during the exercise will be identified to the OSC or the exercises command team they should also be noted in the vessel log and mentioned during the debrief session.

Exercising:

Provided are several options for exercising the CCGA units: they can be used alone, or in combination depending on the weather, sea state, and time constraints. It is strongly suggested that you use at least one sit from each of the search and rescue categories.

Location "X" shall be the latitude and longitude where the search object is placed by the supervising vessel.

Vessel being exercised will be referred to as local unit (LU)

Ideally, the "Search" phase will be followed by a rescue phase, but if the conditions don't allow, the phases can be done separately.

Scenario: this scenario can be used or something relevant to the community if required

On the morning of (add current date and time) two local hunters set out in a 24ft green freighter canoe for the follow edge for a day's hunting. They were due back at (Insert Time) on the same but a family member has now reported them overdue as have not returned to the Hamlet. The RCMP has talked to the family and they stated it is not unusual for them to stay out longer if the hunting is good.

The hunters do not have radio with them and it is unclear if they have taken the SPOT beacon that is available at the HTO office.

They are known to fish at X location. They were seen wearing PFDs at time of departure.

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SEARCH ALPHA	Sector Search
Set up:	Search object (SO) will be placed at location X
For Local Unit:	LU will be given a datum point .25nm away from location X, so that the search pattern will overlap location X.

SEARCH BRAVO	Creeping Line
Set up:	SO will be placed at location X
For Local Unit:	CSP at least 1nm from where the search objects are located, to allow for several legs of search pattern.

SEARCH CHARLIE	Shoreline Search
Set up:	SO will be placed at location X
For LU:	Search object will be placed somewhere that will allow for appropriate amount of time searching to demonstrate skills

RESCUE ALPHA	PIW
Set up:	Mannequin, or other object in the water
LU:	Recover object on to vessel, simulate hypothermia proper treatment

RESCUE BRAVO	Long Tow/Hip Tow/ Docking
Set up:	Position work vessel/barge/frc at location X
LU:	Set up long tow, changeover to hip tow, return work vessel to mothership

RESCUE CHARLIE	Shore to Ship patient transfer
Set up:	LU would use search object from one of the searches
LU:	Transfer SO from shore, to LU, to Ship/ LU to ship

Note:

Not all communities will have taken the CCGA phase training program so as part of the contact phase please make sure of the community has basic SAR program knowledge prior to any on water SAR activities

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s.19(1)

CONTACT LIST

UNIT	TITLE	NAME	PH. (CELL)	PH. (HM.)	PH. (WORK)	EMAIL
AKLAVIK						
CAMBRIDGE BAY						
CHURCHILL						
GJOA HAVEN						
HAY RIVER						
INUVIK						
KUGLUKTUK						
PANGNIRTUNG						
RANKIN INLET						
TUKTOYAKTUK						
ULUKHAKTOK						
YELLOWKNIFE						

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s.19(1)

UNIT	TITLE	NAME	PH. (CELL)	PH. (HM.)	PH. (WORK)	EMAIL
ARCTIC DIRECTOR		PHIL UNGER	[redacted]			arcticdirector@ccga-ca.com
DEPUTY DIRECTOR		[redacted]				
DISTRICT TRAINING						
JRCC HALIFAX		CONTROLLER DESK			**902-427-2100**	
JRCC RCMP		SATELLITE PHONE			**613-965-3870**	
JRCC TRENTON		CONTROLLER DESK			**613-965-3870**	
MCTS IQALUIT		OPERATIONS LINE			**867-979-5269**	
OFFICE	MANAGER	SHANNON LAIRD	**Available 24/7** **416-721-7717**		**Available (Mon. – Fri.)** **9 AM-4 PM** **416-463-7283**	shannon@ccga-ca.com
CCGA Quebec	Manager	Louis Melançon Director General CCGA Quebec	**514 953 8234**		**Available Mon. – Fri** **9 – 4 pm** **877 746 4385**	melaconl@ccga-q.ca
		Andre Audet Director Operations CCGA Quebec	**514 953 8234**			[redacted]

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Canadian Coast Guard
Arctic Vessel Support Request 2017 - 2018

STRXXX	Vessel (do not fill this line)	Fm:	To:	Updated

SECTOR *(Ministry, dept., Co ...)*
All information

ORIGINATOR	**TELEPHONE**
Mark Gagnon for Peter Garapick Arctic Superintendent Search and Rescue	**519 331 4985**

PROJECT DESCRIPTION

Community training and visits program with CCG Fleet vessels when deployed to Arctic waters, the vessels and crews are asked to complete a basic training program with the local communities serarch and rescue group or if applicable the Canadian Coast Guard Auxliary unit within the community.

The following points should be considered as part of the engagement program with the communities:

1. Engagements may be a SAR exercise or training or general Hamlet interaction with tours of the vessel as SAR is only one aspect of the engagement program.
2. The ROC as well as Communicaions are to be infomed prior to the engegment with the Hamlets so that summary reports can made of all interacions.
3. The vessels will recive prior to sailing a complete package with the pocedures for CCG ineractions with the Hamletes, SAR training and evaluation forms along with other information required for contact with the community.

Date(s) Required *(Including alternative date if possible)*	TBD and in discussion with the communities
Area of Operation (Location)	Various communities as operations allow for - Nunavut - Nuavick - NWT

Description of Program

Information package will be provide prior to departure

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Helicopter support required ? **Estimate hours** and describe usage (include weights of equipment to be transported) - *not luggage*	

Pre-Boarding Requirements for supernumeraries:

- Our Fleet Safety Manual procedure 6.D.1 'Supernumerary Personnel Carried Aboard Vessels' details the requirement for supernumerary personnel to sign the **'General Statement of Risks'** and to complete the **'Statement of Medical Fitness'** prior to being engaged on a CCG vessel. **(Annex A& B)**
- **Valid medical certificate**
- **Valid passport**

Passengers & Supernumeraries All passengers (Canadian and Non-Canadian) and supernumaries will be subject to a per diem charge/ **$96.10** (in date April 1st, 2016) (in line with Coast Guard Fleet Orders) to offset the costs associated with their stay onboard.	*Info on each passenger required:* Name : Address : Telephone : E-mail :
Guarantor of the passenger(s) (Mandatory to get a Security Clearance approval) * *You can not be your own guarantor*	**Director and/or Supervisor and/or chief-of-mission** Name & Title: Address: Telephone: E-mail:

Cargo Information:

SHIPPER (Name, Address,Telephone, E-mail) *Write here*	**CONSIGNEE** (Name, Address,Telephone, E-mail) *Write here*

Cargo description *... In metric units*	**Dimensions**	**Weight**	**Quantity**
Item 1			
Item 2			
Item 3			
... etc			

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Requirements and Specialized Equipment to be Transported/Utilized
(including lifting capability, electrical/ hydraulic/ pneumatic requirements, deck machinery, laboratory space, refrigeration space, etc...)

- Material Safety Data Sheet
- Dangerous Good information.

NOTE: Send Form in WORD format please

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Tremblay, Catherine

De: Di Patria, Lorie-Ann
Envoyé: 12 avril 2017 11:57
À: Vézina, Sylvain; Gascon, Julie
Cc: Garapick, Peter
Objet: FOR APPROVAL: CANADIAN COAST GUARD (CCG) ARCTIC SAR PROJECT - Status Update
Pièces jointes: MECTS-#3764792-v1-Arctic_SAR_Project_-_Community_CGA_SAR_Unit_Status_Tab....docx; MECTS-#3764699-v1-Arctic_Project_CCGA_expansion_Briefing_Note_to_DC_(Apr....docx

Good morning,

Attached are the formatted documents for approval.

s.16(2)

If you have any questions, please do not hesitate to ask.

Thank you

Lorie Ann Di Patria
Adjointe exécutive *p.i|A/*Executive Assistant
Bureau de la Commissaire adjointe | Assistant Commissioner's Office
Région du Centre et de l'Arctique| Central and Arctic Region
Téléphone | Telephone: 514-283-0049

From: Garapick, Peter
Sent: April-12-17 11:48 AM
To: Di Patria, Lorie-Ann
Subject: Annex A

See attached.
Please call with questions / comments.

Peter Garapick
Superintendent, Search & Rescue | *Surintendant, Recherche & sauvetage*
Canadian Coast Guard | *Garde côtière canadienne*

Tel: work/*bureau*: (519) 383-1973 | fax: (519) 383-1991 | cell/*portable*: [redacted]
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca
Central and Arctic Region | *Région du Centre et de l'Arctique*
Fisheries and Oceans Canada | *Pêches et Océans Canada*
520 Exmouth Street SARNIA ON N7T 8B1 |*520 rue Exmouth SARNIA ON N7T 8B1*
Government of Canada | *Gouvernement du Canada*

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ANNEX # 1 CCG ARCTIC SAR PROJECT: COMMUNITY VISITS (Chronology)

GCCMS#: 2017-412-00011
EKME # : 3764792

Date	Communities	Participants
2015/16		
October 201	Kangirsuk, Kuujjuaq	Mark Gagnon
December 6-11, 2015	Kangirsuk, Pangnirtung, Clyde River, Cape Dorset, Igloolik	Peter Garapick, Mark Gagnon, Tara Bellefontaine, Adam Erland
February 2-7, 2016	Kuujjuaq, Kangiqsujuaq, Inukjuaq, Kangirsuk, Kuujjuarapik, Puvirnituq	Peter Garapick, Mark Gagnon, Michel Lefebvre, Craig Lingard, Andre Audet
March 9-10, 2016	Arctic District Meeting, Whale Cove, Arviat, Rankine Inlet	Mark Gagnon, JP Sharp, Shannon Laird, Brenda Panipakoocho
February 24, 2016	Kitimat Regional Government Mayors' Meeting, Kujjuaq	Peter, Mark, Harvey Vardy, Louis Melacon, Andre Audet
March 21-24, 2016	Whale Cove, Arviat, Rankine Inlet, Gjoa Haven, Kugaaruk, Iqaluit	Mark Gagnon, JP Sharp, Shannon Laird, Brenda Panipakoocho
March 21-27	Arctic Bay, Gjoa Haven, Kugaaruk, Iqaluit ***(This was on flip chart twice March 21-24 and March 21-27)***	
2016/17		
June 22-26, 2016	Churchill	Mark Gagnon, Phil Walker, Peter Garapick
July 18-22, 2016	Ivujivik, Salluit, Kangirsuk, Quaqtaq, Kuujjuaq	Mark Gagnon
October 17-21, 2016	Inuvik, Aklavik, Sachs Harbour, Tuktoyaktuk, Ulukhaktok, Paulatuk	Peter Garapick, Mark Gagnon, Shannon Laird, Cathy Sandiford (MJ Martel – RCMP NWT in Tuk)
November 14-18, 2016	Qikiiqtarjuaq, Clyde River, Pond Inlet, Grise Fiord, Resolute, Igloolik (touch down), Iqaluit	Peter Garapick, Harvey Vardy, Chris Elliot, Cathy Sandiford
November 28-December 2, 2016	Kuujjuaq Mayors' meeting Tasiujaq (helicopter side trip: Peter and Jennifer)	Peter Garapick, Mark Gagnon, Jennifer Horsman, Andre Audet, Louis Melacon, Pierre Lefebvre, Vincent Meunier, Cathy Sandiford
January 9-13, 2017	Inuvik, Ulukhaktok, Kugluktuk, Cambridge Bay	Peter Garapick, Mark Gagnon, Cathy Sandiford, Adam Biehler
January 29-February 7, 2017	Iqaluit, Kimmirut, Coral Harbour, Naujaat, Cape Dorset, Taloyoak, Hall Beach, Igloolik, Chesterfield Inlet	Peter Garapick, Mark Gagnon, Cathy Sandiford, Shannon Laird, Darlene Langdon
February 29-March 2, 2017	Tasiujaq, Umiujaq, Akulivik, Aupauluk, Kangiqsualujjuaq (Nunavik); Sanikiluaq, Sanikiluaq (Nunavut)	

Participants by organization: (will refine this later)

CCG: Peter Garapick, Mark Gagnon, JP Sharp, Tara Bellefontaine, Harvey Vardy, Jennifer Horsman, Adam Erland, Adam Biehler, Cathy Sandiford
CCGA-Central Arctic: Shannon Laird, Darlene Langdon
CCGA- Quebec: Louis Lefebvre,
Government of Nunavut: Brenda Panipakoocho

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Kativik Regional Government, Nunavik Craig Lingard, Michel Martin
DND: Vincent Meunier

CCG ARCTIC SAR PROJECT: Community CGA SAR Unit Status

Northwest Territories	Nunavut	Nunavik, Quebec
1. Aklavik 2. Inuvik 3. **Paulatuk** 4. **Sachs Harbour** 5. Tuktoyuktok 6. Ulukhaktuk *Yellowknife and Hay River have established CGA SAR Units but are not captured here as they are not located on the Arctic Ocean.	*Kitikmeot Region* 1. Cambridge Bay 2. Gjoa Haven 3. **Kugaaruk** (Pelly Bay) 4. Kugluktuk (Coppermine) 5. **Taloyoak** (Spence Bay) *Kivalliq Region* 1. Arviat 2. **Baker Lake** 3. **Chesterfield Inlet** 4. **Coral Harbour** 5. **Rankin Inlet** 6. **Naujaat** (Repulse Bay) 7. **Whale Cove** *Qikiqtaaluk Region* 1. **Iqaluit** 2. **Arctic Bay** 3. **Cape Dorset** 4. **Clyde River** 5. **Grise Fiord** 6. **Hall Beach** 7. **Igloolik** 8. **Kimmirut** 9. Pangnirtung 10. **Pond Inlet,** 11. **Qikiqtarjuaq,** 12. **Resolute** 13. **Sanikiluaq**	1. **Akulivik** 2. **Aupaluk** 3. **Inukjuak** 4. **Ivujivik** 5. **Kangiqsualujjuaq** 6. **Kangiqsujuaq** 7. **Kangirsuk** 8. **Kuujjuaq** (administrative centre) 9. **Puvirnituq** 10. **Quaqtaq** 11. **Salluit** 12. **Tasiujaq** 13. **Umiujaq** 14. **Kuujjuarapik**
6 communities	25 communities (including Baker Lake)	14 communities

Red – Existing CGA Unit pre 2016

Blue – New CGA Unit 2016/17

Yellow – pending CGA Unit 2017

Grey – near future CGA Unit

**Some Yellow and / or Grey shaded communities may become or not become CGA SAR Units as anticipated due to unexpected factors and influences.

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Fisheries and Oceans Canada
Pêches et Océans Canada

Canadian Coast Guard
Garde côtière canadienne

UNCLASSIFIED

GCCMS #: 2017-412-00011
EKME #: 3764699

BRIEFING NOTE TO THE DEPUTY COMMISSIONER - OPERATIONS

CANADIAN COAST GUARD (CCG) ARCTIC SAR PROJECT STATUS UPDATE

(FOR INFORMATION)

SUMMARY

The purpose of this note is to provide an update on the CCG Arctic SAR project, specifically:

- Overview of the community visits
- Establishment of CCG Auxiliary units – communities moving forward in the near term and longer term
- A general overview of the project
- Overview of community perspectives on environmental response

BACKGROUND

As part of a broader strategy to build Arctic CCG Maritime capacity in the Arctic, the Canadian Coast Guard (CCG) Arctic Search and Rescue (SAR) project was initiated in the Fall of 2015. The project was initially framed as a two year review focused on identifying marine risks and SAR requirements in coastal Arctic communities and to identify approaches and strategies to develop and support the future growth of the marine SAR program in the Arctic. The scope of the review was coastal Arctic communities with no existing marine SAR capacity. [1] Over the course of the project, the scope and dimensions of the project evolved to incorporate two additional project elements – development of/support to existing marine SAR resources operating in Arctic communities as CCG Auxiliary SAR Units, essentially a CCG Auxiliary Arctic expansion, and a preliminary analysis of existing boat capacity in communities to inform the criteria for decisions on a program of CCG investment in community boats. The project team moved quickly to integrate all three elements.

With this broadened scope, extensive community engagement has taken place across the Arctic with a view to identifying marine risks and associated trends, risks and challenges from the

[1] At the outset of this review, CCG Auxiliary units exist in nine communities across the Arctic.

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perspective of Search and Rescue and opportunities to build community-based SAR capacity across the Arctic, bringing together the skills, knowledge and expertise of local boaters into the CCG SAR family.

ANALYSIS

Highlights of Community Visits

The visits across the 45 Arctic communities (see attached Annex A) and associated research and information gathering provided a window into understanding life in the Arctic and from a CCG perspective, affirmed the increasing risks associated with boating activities and the opportunity to develop local SAR capacity through establishment and development of CCGA units.

Many communities visited had established local SAR capacity in some form, for both ground and marine SAR. In some communities, members of Hunter and Trapper Organizations formed the foundation for local SAR societies. Local boaters are knowledgeable and skilled, with extensive on -water experience. Boating safety awareness is moderate with attention paid to trip planning and informing friends or relatives ashore of planned travel on the water.

Climate change impacts are significant. Through visits to coastal communities and talking to people who have been and are currently on and around the water for generations as part of their daily life, the nature of climate and environment change impacts came into sharper focus. In all cases, the scenarios described highlighted a range impacts that combine to create new and growing risks associated with boating activities. These include but are not limited to the following:

- Changing and unpredictable weather patterns
- Changing ice conditions
- Changing seas conditions (due to weather and lack of ice)
- Changing wind patterns, both strength and direction, which influence sea state, availability of safe havens, ice movement etc.
- Extended length of boating seasons

Boating activities are diverse, associated with a range of activities – fishing, whaling, sealing and travel to hunting grounds and camps. Distances travelled are potentially extensive. Boating is also part of social and cultural activities.

Establishing new CCG Auxiliary Units

A core objective of the project was to look for and act upon opportunities to stand up CCG Auxiliary Units in the short term and develop plans for additional units over the longer term. As such, particular attention was paid in the community visits to educate and inform on the process of establishing community units. This was to ensure that communities understood both the opportunities and benefits associated with moving in this direction as well as the expectations and obligations associated with becoming Auxiliary members and forming community level Auxiliary units. Particular attention was paid to discussing with community members how the

.../3

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establishment of Auxiliary units would harness and align with the capacity, skills, experience and expertise currently existing in the community.

The community visits afforded an opportunity to assess the following:

- Marine risks factors and SAR demands being faced by the community
- The right boats – the extent to which suitable boats existed in the community to serve as Auxiliary boats
- The right people – community members with the interest and boating skills and knowledge to become Auxiliary members; community members that could serve as Auxiliary unit leaders and community members that could support the logistical and administrative infrastructure critical to successful Auxiliary units
- Community support and capacity, in terms of such things as accommodation space for SAR command centres in hamlet offices.

While the CCG Auxiliary and CCG have extensive experience standing up Auxiliary Units across the country, including nine existing units in the Arctic, meeting the goal of establishing several units across the Arctic over a short time frame brings with it a number of unique challenges that need to be accounted for in the planning and implementation. Challenges in relation to the various bases that need to be covered in establishing a unit are summarized below.

Identifying/Evaluating boats

- A start point for any unit is identifying up to 3 suitable boats. All boats that are being considered for entry into the program must undergo and extensive evaluation process so that they meet the formal requirements for tasking by the Joint Rescue Coordination Centres located in Trenton, Ontario and Halifax, Nova Scotia and also the Guidelines of the CCGA.

s.14(a)

s.21(1)(b)

- Current members of the CCGA can undertake this process with current training and evaluation material additional evaluators can be trained in the North for this process in future.

Equipping boats

- New Units will require specialized equipment to facilitate operations in the North; a complete list will be required along with costing for each unit identified as part of the expansion evaluation.
- Regulatory required boat equipment is rarely found on local boats. [redacted]

Administration

- CGA required SAR society status paperwork – the GN will provide support for communities to complete this paperwork which can be arduous for local groups.
- Training course availability – the CGA has trained 4 Inuit CGA members to be CGA Trainers to provide training in the North and in Inuktitut as required. A large training course have taking place in Yellowknife and other courses are planned in the coming months of April/May

.../4

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Recruitment of leaders and members

- Identification of unit leaders and administrators in some communities was easy as the community already had a SAR Society. In other communities, the identification of a leader and/or administrator was not as evident and will take time as the unit develops.
-

Training

- Current CGA training materials programs can be used in the North with little or no changes made regardless of location. Full translation from English to Inuktitut is in-process. Modifications of the program can be made if required to meet the specific needs of a unit or vessel additional instructor will be required to provide training to communities due to language requirements. Sections to be added can include "Elder Counsel"; a recommendation received from several communities.

Taking into account these considerations, the following communities have either established CGA SAR Units or are moving forward to establish CCG Auxiliary units in the coming months: In NWT - Ulukhaktok, Paulatuk; in Nunavut – Gjoa Haven, Igloolik, Hall Beach, Whale Cove, Arviat, Pond Inlet, Clyde River, Qikiqtarjuaq, Iqaluit and; in Nunavik - Kuujjuaq and Kangirsujuaq (The 12 other communities in Nunavik will have CGA Units sooner since each community already had an established, regionally funded marine SAR unit.).

Community Perspectives on Environmental Response

Communities expressed general interest in the CCG plan to establish improved environmental response capability. For those communities that currently have an ER container kit, there was vague knowledge of the status of these kits, who had access and how any of the equipment might be used in the event of a pollution incident.

ADVICE AND RECOMMENDATIONS TO ASSISTANT COMMISSIONER

Carry over funds (approx. $165K) have been confirmed for this project to permit a third year of efforts on developing greater SAR capacity in Arctic communities. Longer-term commitments must be made to continue SAR expansion but more importantly to foster healthy, respectful and strong relationships between Inuit in local communities and the CCG, as well as working relationships with partners such as the GN, GNWT and the Kativik Regional Government (KRG) in Nunavik, Northern Quebec.

CG Aux C&A Inc. and Quebec Inc. are committed to the expansion of SAR capacity in the northern areas of their respective regions and are working very well with CCG and each other. CGA must continue to be a leading partner with CCG on next steps in the Arctic

MOU's should be signed with GN, KRG relative to efforts they can provide to support local SAR capacity.

.../5

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CONCLUSION

The Arctic SAR Expansion Project has proven a huge success over a short period with very positive partnerships with the CG Auxiliary, Governments of Nunavut and Nunavik. The pending COPP Projects of Community Boats, CGA Arctic Region, ER Auxiliary and Arctic IRB all complement the work done to date. However, resources must be committed to continue the work specific to the community CGA SAR units to realise CGA SAR Units in all 45 Arctic Inuit communities and to foster and maintain a productive and respectful relationship with the communities, the people and governments of the Arctic

Sylvain Vézina,
RD Programs, C&A Region

Julie Gascon,
Assistant Commissioner, C&A Region

Attachment: (1)

1) # 3764792 - ANNEX #1 – CCG Arctic SAR Project: Community visits.

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Government of Canada
Fisheries and Oceans

Gouvernement du Canada
Pêches et Océans

CLASSIFICATION
GCCMS # : 2017-412-00011
EKME # : 3764699

To:
Pour: Mario Pelletier

Date: April 12th, 2017

Object: **ARCTIC SAR EXPANSION PROJECT – STATUS REPORT**
Objet:

From / De: Julie Gascon, Assistant Commissioner, Central & Arctic Region

Via: Sylvain Vézina, RD Programs, C&A

Additional approvals:
Autre(s) approbation(s):

☐	Your Signature Votre signature	X	Information
☐	For Comments Observations	☐	Material for the Minister Documents pour le Ministre

Remarks:
Remarques:

Drafting Officer/ Rédacteur: Peter Garapick (519.312.4552/ Sylvain Vézina / LAD

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Gagnon, Mark

From: Garapick, Peter
Sent: April-20-17 12:08 PM
To: Bellefontaine, Tara; Cathy Sandiford; Gagnon, Mark; 'Shannon Laird'; Louis Melançon; Thurner, Pauli
Subject: FW: Pre-Arctic

s.16(2)

FYI

Peter G

Superintendent, Search & Rescue | *Surintendant, Recherche & sauvetage*
Canadian Coast Guard | *Garde côtière canadienne*
Central and Arctic Region | *Région du Centre et de l'Arctique*

Tel: work/*bureau*: (519) 383-1973 | fax: (519) 383-1991 | cell/*portable*: [redacted]
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca

From: Cunningham, Sandra
Sent: April-20-17 12:05 PM
To: Garapick, Peter; Beland, Luc
Cc: Mathieu, Évelyn; Thibault, Jean-Francois; Barbier, Alain; Gallant, Ron; Vézina, Sylvain; Blouin, Martin; Earle, Lisa
Subject: RE: Pre-Arctic

Hello Peter,

We would like to receive one ship time request for the community engagement part of the CCGA Arctic SAR Program. Following a discussion this am with Ron, we think it would be good to target a couple of communities – perhaps the less routine/common ones – where a SAR exercise could take place. Better yet, it would be grand – if feasible – if the exercise had an ER component (one stone; two birds). Planning via a ship time request gives us something to aim for and gives us opportunity to plan accordingly. If we only achieve one, that's at least that. If we meet, even better. If we exceed, bonus. Mme Gascon wants to be able to provide statistics so the STR is the logical starting point combined with an associated tasking from the ROC. (If we are going to combine the SAR/ER exercise, one ship time request could be submitted as long as we obtain all information from both programs on the same STR.)

The last two vessels to depart are the Louis S. St-Laurent from St. John's on August 25th and the Pierre Radisson from Quebec City around August 24th. However, the Pierre Radisson is heading for Iceland so LSSL might be the simplest option. Once you submit your ship time request, we'll be able to do the analysis required to determine best way to meet your needs. We may have to say that it is not possible, unfortunately, but we'll give it our best try.

The ship time requests are needed asap. Ideally, we should have received everything by early February but we try to be adaptable when requirements materialize during the course of the planning cycle. You can send the ship time requests to anyone on my team (Luc, Alain, Evelyn or Ron) or me. We will take it from there.

Thanks.

Sandra Cunningham

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Sandra.Cunningham@dfo-mpo.gc.ca
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Sandra.Cunningham@dfo-mpo.gc.ca
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s.16(2)

From: Garapick, Peter
Sent: 19 avril 2017 16:53
To: Cunningham, Sandra; Beland, Luc
Cc: Mathieu, Évelyn; Thibault, Jean-Francois; Barbier, Alain; Gallant, Ron; Vézina, Sylvain
Subject: RE: Pre-Arctic

Sandra,

For clarification - you want a couple of Ship Time Requests; is this to be able to estimate the workload of one engagement with a CG Aux unit in a community?
As per a discussion with Ron, we will provide a listing of contacts in communities, (SAO, Mayors, SAR Societies Leaders / CGA Leaders) as well as information on each hamlet (i.e. VHF Base Station, Repeater Tower, type of boat/number of boats in CGA Unit).
Will also provide examples of types of activities that can take place with CGA Unit (i.e. on-water search exercise, crew over board, communications; on-board patient care (rescue specialist exercise, etc).
When do you need this by?

Also, on the boat delivery – I will take an estimate on this but it could involve 1 or 4 boats.
Its early times yet for COPP Projects but we hope to have some boats to deliver – might not be until later in the season; do any vessels come back to the south and return again – might be a problem.
Many variables at this stage.

I will run this by other project leaders in Ottawa and get back to you.

Lastly, who do I coordinate the Ship Time Requests with?

Thank you,

Peter G

Superintendent, Search & Rescue | *Surintendant, Recherche & sauvetage*
Canadian Coast Guard | *Garde côtière canadienne*
Central and Arctic Region | *Région du Centre et de l'Arctique*

Tel: work/*bureau*: (519) 383-1973 | fax: (519) 383-1991 | cell/*portable*: [redacted]
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca

From: Cunningham, Sandra
Sent: April-18-17 8:03 AM

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To: Beland, Luc; Garapick, Peter
Cc: Mathieu, Évelyn; Thibault, Jean-Francois; Barbier, Alain; Gallant, Ron; Vézina, Sylvain
Subject: RE: Pre-Arctic
Importance: High

Hello Peter,

As per the meeting last Thursday with Mme Gascon, we would like to receive a couple of ship time requests associated with the SAR program in the Arctic:

- Engagement with CCGA; all details as to what, how, whom, where, etc. would be appreciated;
- If boats are to be delivered from St. John's to Arctic communities, we will also need a ship time request for that please answering the same question (plus how many).

s.16(2)

Thank you.

Sandra Cunningham

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105 McGill Street, Montreal, Quebec H2Y 2E7
Sandra.Cunningham@dfo-mpo.gc.ca
Tel. (514) 283-0102 / Mob. [redacted]

From: Beland, Luc
Sent: 11 avril 2017 16:43
To: Cunningham, Sandra; Garapick, Peter
Cc: Mathieu, Évelyn; Thibault, Jean-Francois; Barbier, Alain; Gallant, Ron
Subject: RE: Pre-Arctic

Hi Peter,

If you recall our discussion last year, It would be important to have a proper procedure for the CO's that want to engage with the local CGA. I believe that the CGA might have some expectation if called directly ($$$) to participate in any event with the fleet.
We were reluctant publisher the CGA phone number in the Arctic Operational Orders/Guidelines because of that concern (and others). In other words, we need a proper tasking mechanism, if we are to invite them for any events with the Icebreaker.

For your consideration,

Luc

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From: Cunningham, Sandra
Sent: April-11-17 4:19 PM
To: Garapick, Peter
Cc: Mathieu, Évelyn; Thibault, Jean-Francois; Barbier, Alain; Beland, Luc; Gallant, Ron
Subject: RE: Pre-Arctic

Hi Peter,

As you know the Pre-Arctic has been shortened to two half days and the agenda is already very full. We will see how things work out with current presenters and if a spot becomes available, we'll be in touch. In the meantime, could I ask you to prepare a communiqué so that the highlights of the Arctic CCGA Expansion Project may be included in the 2017 Arctic Ops Orders again this year? We will also include your communiqué in the information kit that will be distributed to all participants of the Pre-Arctic.

Thank you.

s.16(2)

Sandra Cunningham

Surintendante, Exploitation opérationnelle
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Sandra.Cunningham@dfo-mpo.gc.ca
Tel. (514) 283-0102 / Mob. [redacted]

From: Garapick, Peter
Sent: 11 avril 2017 14:37
To: Cunningham, Sandra
Subject: Pre-Arctic

Sandra,

Can I get a slot on the Pre-Arctic to present the Arctic SAR Expansion – CG Aux Project?
I want to bring everyone up to speed and also ensure they are aware of the expectations for vessels as per the AC's Fleet Orders – engaging the CGA'ers when in communities where they exist.

Peter Garapick
Superintendent, Search & Rescue | *Surintendant, Recherche & sauvetage*
Canadian Coast Guard | *Garde côtière canadienne*

Tel: work/*bureau*: (519) 383-1973 | fax: (519) 383-1991 | cell/*portable*: [redacted]
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca
Central and Arctic Region | *Région du Centre et de l'Arctique*
Fisheries and Oceans Canada | *Pêches et Océans Canada*

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de la Loi sur l'accès à l'information

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Gagnon, Mark

From: Darlene Langdon <darlene@ccga-ca.com>
Sent: May-17-17 10:21 AM
To: Gagnon, Mark
Subject: Vessel Sign Off
Attachments:

Hi Marc

s.19(1)

Can you sign off on these vessels and email back to me as soon as you are able.

Currently we are working on setting up a time for inspection.

Thank you

Darlene Langdon,
ᑕᕐᓂᓐ ᓴᓪᑕᓐ
Arctic Administrative Assistant
ᐅᑭᐅᑕᖅᑐ ᐃᑦ ᐊᐃᐅᓪ ᑕᑎᐸ

Canadian Coast Guard Auxiliary (C&A)
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Toronto, ON M1B 3V4
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Fax: ᓱᑲᔪᐢᑯᑦ: **(416) 463-7285**

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Gagnon, Mark

From: Darlene Langdon <darlene@ccga-ca.com>
Sent: July-27-17 12:37 PM
To: Gagnon, Mark
Subject: Ulukhaktok & Gjoa Haven Contacts

s.19(1)

Hamlet of Ulukhaktok

SAO
ulukhaktok_sao@northwestel.net
William Bennett
(867) 396-8000

[redacted]

Hamlet of Gjoa Haven

NO online email or name of SAO
The Hamlet ph# 867-396-8000
(I just called and the lines were down)

[redacted]

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[redacted]

s.19(1)

Hope this helps Mark!

Darlene Langdon,
ᑕᕐᓂᓐ ᓴᖅᑕᓐ
Arctic Administrative Assistant
ᐅᑭᐅᑕᖅᑐᒍᑦ ᐊᐅᓚᑦᑎᐊᕐ,

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Gagnon, Mark

From: Landry, Jean-Sebastien
Sent: August-15-17 10:52 AM
To: Garapick, Peter; Thompson, Steve A; Gagnon, Mark
Cc: Warrilow, Riel; Deroon, Lisa
Subject: Full report and summary of our first Western Arctic and Baffin Island SAR training and exercice 2017
Attachments: Riel and JS Central Arctic 2017_July25th to August14th.pdf; July25th to August 14th Blue and red trip recap.docx

Good morning all,

In preparation for tomorrow's meeting, please find attached the summary of Riel and I first Western Arctic and Baffin Island SAR training and exercise.

You can find for each unit what's has been accomplished and what's next. Furthermore, please find attached our full report for more details. More pictures are also availaible upon request.

For Iqaluit, our report goes as follow :

Today (August 10th 2017), we had training with CCGA Iqaluit, and it didn't go as well as we had hoped.

The first part of the day was in class, and it was pointed out that one of the attendees was not a member because he was under age. We decided that he was welcome at the in class training, but to check in for the on-water portion. At this point, messages were sent to Steve and Mark.

At lunch we were alerted that on water training would only be appropriate for members.

When we relayed this information to the unit, it was revealed that one of the older crew was also ineligible to be a member due to a pre-existing medical condition that had to be cleared before he could join.

The message was then relayed to the Unit Leader who was retrieving the vessel, and at that time he left without talking to us. Thus ending the training before we got to the on-water session.

Thanks and we're looking forward to see you all tomorrow
JS

Jean-Sébastien Landry

Agent de formation, Recherche et Sauvetage | Arctic SAR Training and Exercise Officer
Garde côtière canadienne | Canadian Coast Guard
Courriel | E-mail : jean-sebastien.landry@dfo-mpo.gc.ca
Portable | Cell : [redacted] s.16(2)

Région du Centre et de l'Arctique | Central and Arctic Region
Pêches et Océans Canada | Fisheries and Oceans Canada
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Riel and JS first arctic trip - Blue and Red trip RECAP (July 25th 2017 – August 14th 2017)

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Unit	What's been done	What's next
Yellowknife (July 26th – 27th)	- 3 vessels inspection - 1 ride check	- Phase 3 - The culture of a learning community / focus on training - Reassuring unit leader / establish clear CCGA guidelines - Get the vessel registered as commercial - Insurance with NWT government - Ride check follow up
Kugluktuk (July 27th – 28th -29th)	- 1 vessel inspection - 1 ride check - Membership awareness / forms been sent to [redacted]	- SAR module - Bring together ground SAR, Rangers, HTO and CCGA - Claim fuel cost / be in contact with Inuvik - Ride check follow up - Environmental response training - Active recruitment - Tower for VHF
Tuktoyaktuk (Aug 1st)	- 1 vessel inspection	- Phase 3 - Meeting with MJ - Blank authority tasking sheet? - Cultivating autonomy of the unit?
Inuvik (Aug 2th – 3th – 4th)	- 1 vessel inspection	- Phase 3
Pangnirtung (Aug 7th – 8th)	- 1 vessel inspection - 1 ride check	- Equipment replacement is not possible unless 200-300$ is payed for shipping. Missing flares and lifejacket canisters - Coxswains training for all members - Bring together ground SAR, Rangers, HTO and CCGA - Claim fuel cost / be in contact with Inuvik
Iqaluit (Aug 9th – 10th)	- In class SAR modules training	- On water SAR training to complete the SAR module
Clyde River (Aug 11th – 13th)	- Meeting with [redacted] to help with paperwork	- 1 visual inspection of the vessel - Be in contact with Inuvik - Bring together ground SAR, Rangers, HTO and CCGA

- Fostered relationship with Nunavut government. Regional director doesn't allow using people and resources.

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Western Arctic and Baffin Island
Search and Rescue Training and Exercise 2017



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Introduction

The goal for the July and August 2017 training and exercise trip, is to expand the current search and rescue capacity and strengthen our relationship with valued CCGA SAR units.

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Yellowknife CCGA Unit

Wed July 27th

Unit Leader and Deputy are out of town, so [redacted] is our contact



Rhib Diavik Discovery: Specially built for SAR, this vessel is a great platform.

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Aluminium Nick Martin: Aluminium vessel with cabin, on MOU from RCMP. Heated cabin is helpful for long patient transfers, but there is limited deck space so it isn't as versatile as the Diavik Discovery.

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Rhib Zodiac One: Small zodiac, suitable for shoreline searches and close quarters maneuvering. Not for long range missions.

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TRAINING:

We joined the unit for their regular weekly training. Aboard the Diavik Discovery, we watched both crews prepare for their departures. More senior members went aboard the Nick Martin, and we had [redacted] with two brand new members on board the Diavik with us. After watching a successful departure sequence, we went out into the bay to practice towing. This was the first time the new crew had set up a tow, but with the help of their coxswain they went through the process a few times with much success.

From the unit-

Suggestion for how we can help- Apparently one of the issues they are having is getting folks trained on the radio. There had been a local who could teach the course before, but in the last number of years there hasn't been anyone to do it. They feel they would really benefit from the occasional visit from a radio instructor, as their membership turns over fairly frequently so their new members need the course. In a follow up meeting with the Unit Leader, it became clear that they could really benefit from a phase three course soon.

Concern- They are concerned about lack of support. A recent incident where MCTS couldn't help them secure an ambulance has left them frustrated by an unclear chain of command.

Kugluktuk CCGA Unit

Friday 28th

[redacted]

VESSELS:

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We only had one evening to spend with this unit, so we decided to forgo the formal boat inspections in lieu of a safety inspection and focusing on the on-water safety part of the training. I think that the bit of SAR specific training was a much larger benefit to the unit.

[redacted] boat: Aluminium welded vessel with twin 80hp engines. This vessel is definitely a work boat, and they have another smaller boat that they will take along if they know that they will be getting into shallow water.



Lewiston: This is a very luxurious jet boat, made for comfort. This vessel would be appropriate to assist with searches, and to take patients on board after retrieval, but it is not a good platform to do recoveries from. The only spot with a low enough freeboard is at the aft, and it would be risky to take anyone out of the water from that angle. The Lewiston is a good second asset [redacted] because it has a very large heated cabin that would make patient transfer very comfortable.

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TRAINING:

We took both CCGA vessels out for some special training. Most of their members are very active with ground SAR, HTO, and the Rangers, so they are very well trained in search methods. They don't meet regularly as an auxiliary unit though, and the lack of marine specific SAR training is evident. They don't have a unified way of approaching on water SAR, but they are still very capable of carrying out a rescue at sea. Each of these members is out on the water regularly in their private lives, so the boat handling level was quite high.

A SAR specific course would do really well here, they already have great on-water skills, so it's just a matter of applying some procedures to the things they are already doing. This is a relatively new unit, and many of these people have been doing on water rescue for their entire lives, so SAR procedure discrepancy is bound to happen.

They set up a long tow with great ease, being very careful not to foul propellers, and to maintain a good watch throughout the procedure. They don't have a dedicated SAR boat so there is a lot of improvisation in the regular course of training and rescue.

From the community- The HTO has a welded aluminium boat that is larger than [redacted] It is very minimally equipped at the moment (no radio, depth sounder, etc) but is a sound vessel that doesn't get used much. [redacted] he is very keen to arrange some kind of deal to have this brought on as a SAR vessel. One of the main concerns for this unit is that once [redacted] takes his annual leave [redacted] they are down to one less than ideal boat. The HTO vessel is community owned so it would benefit everyone for it to be utilized more efficiently.

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They also apparently have some environmental response gear that they say came from the coast guard a few years ago, but no one has been trained on how to use it, and they have expressed enthusiastic interest in learning how it is supposed to be used.

Next step- SAR specific training, and active recruitment. There are only a handful of current members, but there are several folks in the community who would like to join,

Observations: Because of poor VHF coverage, no one uses marine radios, and only a handful of boats even have them. Apparently the hamlet has been lobbying to get a tower up but they haven't been successful in that yet. Most folks carry sat phones out on the water, and a few people are still using CB radios, but there is definitely a gap in coms. The SAR implication for this is an added difficulty in communication between assets, and

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between a SAR unit and a vessel in distress. Even when we were hooking up a long tow, on a relatively calm day, there was no way to communicate to the other vessel to let them know what was going on.

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Tuktoyaktuk CCGA unit

August 1st -2th

Contact- [redacted] agreed to take us out to do a boat inspection. [redacted]

TRAINING- No ride check was possible due of lack of PPE (lost luggage), we arrived one day later than planned (cancelled flight) and once we were there, less members were available to train because of the schedule change. The weather was gusting at about 40 kts, with 1.5m waves, so we decided that doing an inspection of the vessel, and talking to the available members would have to be sufficient, because it wasn't safe enough for us to go out and train on the water.

Many of the concerns brought up in Tuk, were similar to those brought up in Yellowknife. They need more folks trained in phase three, so there are more coxswains available. They have candidates who are ready for that next step, it's just a matter of having the course available.

Insurance was another point that was raised by the RCMP contact Marco Papillon, because training has to be approved in advance, it limits their ability to have impromptu training sessions. For the RCMP, it is unclear who would be covering the CCGA member when they do take a member out for last minute training. Article 6.18 of the CCGA guidelines state that in the << event of the certain accidents >> in an << authorized activities >>, claims can be reported and in which CCGA will guarantee protection. It seems unclear if coverage is offered if an RCMP officer decides to invite CCGA members on their boat for training. So the question raised here was, if it was possible to pre-approve a certain amount of training hours, to be used at the units own discretion. If that were possible, it might be a solution for the issues they are having in Yellowknife as well.

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Since this unit is essentially providing support to the existing RCMP marine unit, and not an
s.19(1) independent unit, it would be empowering to look into getting them their own vessel.



Inuvik Marine Rescue

August 4th

[redacted] met up with us to go over a boat inspection.

Because of a miscommunication leading up to the trip, [redacted] was not made aware of our arrival, so we were unable to arrange training with the Inuvik crew. We did a boat inspection of their main SRU with [redacted] The unit has been very proactive with their accounting and resource allocation, incidentals get pooled and new equipment is bought from that fund. The result is a well equipped, SAR ready unit with all the bells and whistles.

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The boat inspection went really well, they are pretty well outfitted as is, but they are currently in the process of procuring a different type of vessel. Specifically their goal is to acquire fast jet boats with the intention of using their current vessel as a support boat. The complexity of their search area means that they are often on long searches, requiring more complex logistics.

Their current level: The unit is currently comprised of a great balance of skilled workers, with expertise in paramedicine, nursing, welding, heavy machinery maintenance and more. These folks all contribute to a great culture of teamwork and skill-exchanging. They value local knowledge and experience in their members, and whatever they are doing for recruitment should be examined for other units, because it really has yielded great results.

Next steps: they are asking for a phase three course, as they have several members that are ready to take on that next leadership role.

Pangnirtung CCGA

August 8th

The day started with a meeting at our lodge where we sat down to discuss current challenges [redacted] was experiencing. Challenges that were brought up were getting gear replaced, the cost of the gas and the wifi speed. [redacted] explained to us he has really limited internet access and doesn't feel comfortable paying for sending reports. In his own word : *I'm happy to spend 4 hours on the water, but not 4 hours in front of a computer*. Two solutions were brought up. First, we have an excel sheet that can be filled and sent by email. [redacted] was open to that. Secondly, having a excel sheet filled and sent to CCGA with a USB stick could permit the report being filled without the usage of the internet. The internet at the lodge was barely letting us send email without any attachment so it was easy to understand how going on the CCGA website was an issue.

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We had a really productive day training on the water [redacted]. The others were away hunting, but [redacted] is arranging to bring them up to speed as soon as they get back. We covered search patterns and PIW's, and we got to learn about what makes hunters such great SAR assets.



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The boat inspection went well, and [redacted] again expressed his frustrations with attaining some of the equipment needed for his boat. As with any kind logistics in the north, there is an added expense and complication to acquiring gear which makes it hard to be compliant.

Since his vessel is privately owned and multipurposed, it is better equipped than most vessels in the area. [redacted] points out that the CCGA requirements need to be reasonable in relation to the resource limitation he faces in Pang.

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Clyde River

August 11th

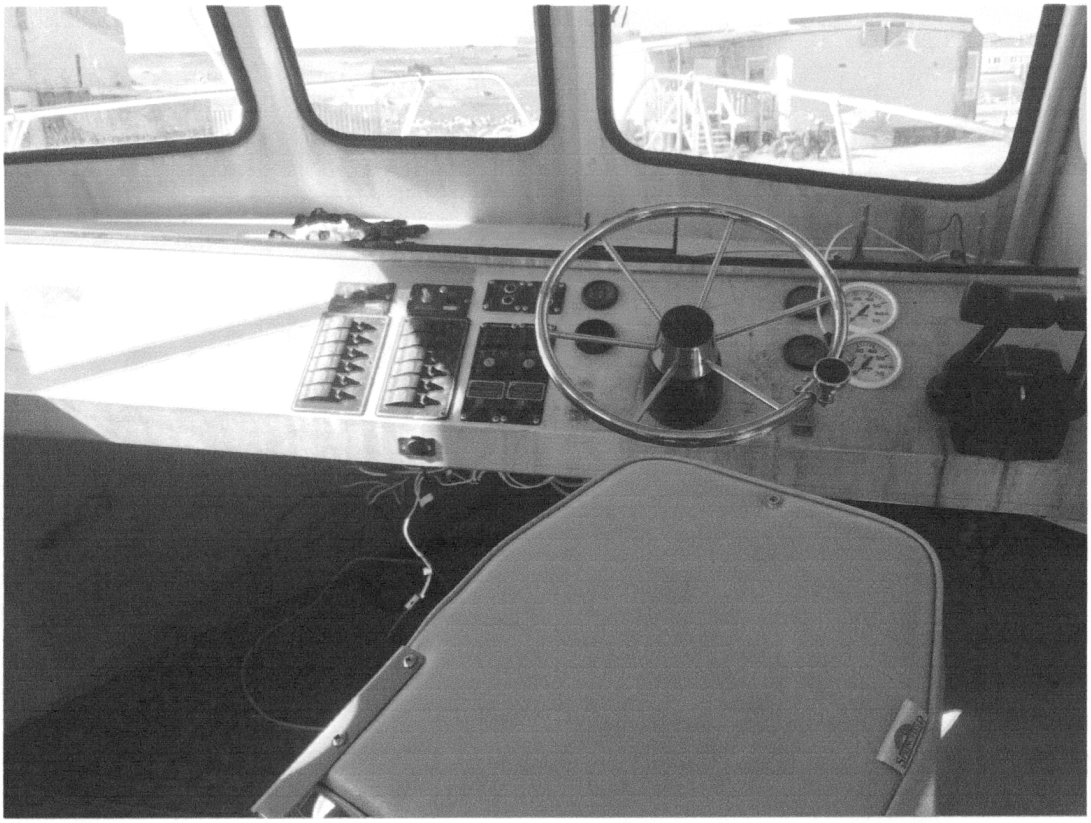
The ground SAR unit is well developed in Clyde River, and they have expanded their existing marine SAR capacity to include what will soon be our new CCGA unit. Through diligent organisation and a lot of fundraising, they are very well outfitted, and this momentum will likely continue into their CCGA Unit as well.

A potential cause for concern in this unit is that the SAR partners up here need to be identified for the sake of insurance. The HTO, and ground SAR organisation need to be able to work seamlessly with the new unit, and so the proper procedures should be in place and clear- we don't want to complicate their ability to respond by not letting these SAR partners on board during taskings.

We had a meeting with [redacted] to go over some paperwork questions she had. [redacted] was unfortunately busy during the weekend we were there so we did not have the chance to meet him to go over a vessel inspection. However, we were able to find the boat later on a trailer in the community. The boat is still going under major repairs, i.e. no battery/electronics.



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Summary

Unit	What's been done	What's next
Yellowknife (July 26th – 27th)	- 3 vessels inspection - 1 ride check	- Phase 3 - The culture of a learning community / focus on training - Reassuring unit leader / establish clear CCGA guidelines - Get the vessel registered as commercial - Insurance with NWT government - Ride check follow up
Kugluktuk (July 27th – 28th -29th)	- 1 vessel inspection - 1 ride check - Membership awareness / forms been sent to [redacted]	- SAR module - Bring together ground SAR, Rangers, HTO and CCGA - Claim fuel cost / be in contact with Inuvik - Ride check follow up - Environmental response training - Active recruitment - Tower for VHF
Tuktoyaktuk (Aug 1st)	- 1 vessel inspection	- Phase 3 - Meeting with MJ - Blank authority tasking sheet? - Cultivating autonomy of the unit?
Inuvik (Aug 2th – 3th – 4th)	- 1 vessel inspection	- Phase 3

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Pangnirtung (Aug 7th – 8th)	- 1 vessel inspection - 1 ride check	- Equipment replacement is not possible unless 200-300$ is payed for shipping. Missing flares and lifejacket canisters - Coxswains training for all members - Bring together ground SAR, Rangers, HTO and CCGA - Claim fuel cost / be in contact with Inuvik
Iqaluit (Aug 9th – 10th)	- In class SAR modules training	- On water SAR training to complete the SAR module
Clyde River (Aug 11th – 13th)	- Meeting with [redacted] to help with paperwork	- 1 visual inspection of the vessel - Be in contact with Inuvik - Bring together ground SAR, Rangers, HTO and CCGA

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Trip Report

August – 20-28, 2017

Arctic SAR Expansion, Community Indigenous Boats & Mass Rescue Operation Projects

Objectives

1. Advance creation of CGA Units in communities previously visited and with activation as SAR unit in-process;
2. Exercise existing CGA Unit in Cambridge Bay and RSS Ernest Shackleton (Crystal Serenity escort vessel) while it is visiting Cambridge Bay;
3. Complete training of Ulukhaktok CGA unit which was incomplete do to adverse weather conditions 2 weeks prior;
4. Visit communities and present the Indigenous Community Boats and Volunteer Program; and
5. Observe passenger transfer process and logistics of Crystal Serenity in Ulukhaktok (from ship to shore, return) and Cambridge Bay and become familiar with safety operations (lifeboats/tenders) aboard Serenity.

Participants

Peter Garapick – Supt Arctic SAR Project, CCG C&A Region
Mark Gagnon – Arctic SAR Project Officer, CCG C&A Region
Pauli Thurner - Manager, Indigenous Community-Boat Volunteer Program, CCG NHQ
Tara Bellefontaine - Manager, Coast Guard Auxiliary Program, CCG NHQ
Shannon Laird - Executive Manager, CCG Auxiliary, C&A Region
Darlene Langdon - Arctic Administrator, CCG Auxiliary, C&A Region

Timetable

1. Sunday, August 20 – Transit Ottawa – Iqaluit
2. Monday, August 21 – Iqaluit to Hall Beach, Igloolik
3. Tuesday, August 22 - Igloolik, Gjoa Haven
4. Wednesday, August 23 – Gjoa Haven, Cambridge Bay
5. Thursday, August 24 – Cambridge Bay, Paulatuk, Ulukhaktok
6. Friday, August 25 – Ulukhaktok
7. Saturday, August 26 – Ulukhaktok, Sea
8. Sunday, August 27 – at Sea
9. Monday, August 28 – Cambridge Bay, Yellowknife
10. Tuesday, August 29 – Yellowknife to home

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Daily Summary

s.21(1)(b)

Sunday, August 20, 2017

The trip team, less Mark Gagnon who travelled directly to Cambridge to prepare for CGA Unit Cambridge Bay and RSS Ernest Shackleton exercise, arrived in Iqaluit via commercial airlines at 1300h and were met by JP Lehnert, OIC MCTS Iqaluit. He offered the team the use of the stations' vehicle so that they could check-in, eat lunch and return to the centre to allow the NHQ members, first-timers to Iqaluit, to tour the MCTS Operation. The latter part of the afternoon was used to tour the area which included the active boat ramp, beach area with boats and the town of Apex and the waterfront there.

Monday, August 21, 2017

The team departed Iqaluit at 1000h with charter aircraft operated by Air Nunavut (via standing offer) to travel to Hall Beach. Hall Beach had been visited in October 2016 and we felt it was going to be able to take the required steps to become operational in summer 2017. However, the first step in the creation of a CGA Unit is for the local SAR group to become a formalised SAR Society under their respective territory/region. Even though the CGA C&A provides paperwork templates and advice to prospective units (and pays the territorial/regional government administrative fee), it has been a challenge for many to complete the application for SAR Society.

The meeting at the Hamlet Council Offices involved 7 participants included the deputy mayor. The Community Boats information was provided as well as a review of all the steps that must be taken for the group to establish an operational CGA SAR Unit – an important, in fact imperative clarification to make for all meetings. The current steps for a prospective unit to take are:

1. Become formalised SAR Society;
2. Identify local boats that will be registered as response vessels;
3. Submit names for CGA Unit membership;
4. Submit application for Community Boats by December 31, 2017;
5. Complete training – classroom during winter and on-water summer.

The meeting ended with a trip to inspect a potential local boat that could be registered as the future unit's SAR response vessel.

Tuesday, August 22, 2017

The team arrived in Igloolik the previous evening in order to have a full morning meeting with the local SAR group, a group that has worked closely with CCG/CGA but too has not been able to accomplish the tasks of becoming a formalised SAR Society. The Igloolik group is better organised than Hall Beach and with very good plans to accomplish the completion of the steps identified above.

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After lunch the team travelled to Gjoa Haven for an afternoon meeting with the newly activated and fully operational CGA SAR Unit. The meeting there focussed solely on the Community Boat Program and participants included the SAO, Mayor and CGA Unit leader, administrator and various members. It also included [redacted] who was coincidentally in the community for operations with the Rangers there, and was offered to speak to his thoughts on SAR in the Arctic and the role the Rangers could play.

Interestingly, [redacted] sees Rangers obtaining boats, funded by the Federal Government, in order to be operational on Arctic waters and ultimately in SAR, and considered a primary Maritime SAR resource by JRCC. While there has never been a question that Rangers can complement a CCG /RCAF (JRCC) led search along shorelines and up rivers from the ocean waters, this idea that Rangers play a primary role in M-SAR must be addressed at higher levels. It is an expansion outside of the Rangers mandate and enters the area of CCG / CGA expertise, open-water SAR. It creates not only an overlap in Arctic Maritime SAR capacity but inefficiencies in limited funds and ultimately operations.

The evening saw a meeting of the CCG/CGA team with membership of the new CGA Unit. A lot of questions were asked, answers provided and clarificaoitn on remunueration for the boat owners of the boats used by the CGA Unit. It was made clear that the hourly funds received for an official task are paid tot eh CGA Unit and if they wish, funds can be provided tpo the boat owner that covers fuel plus addiational expenses. The goal though is for the unit to built a positive balance in their account to pay for vessel repairs, routine maintanece and other gear not covered by the CGA Contribtion Agree,ment.

The interest remains very high in becoming a CGA Unit and the progress that CGA and CCG have made on the provision of training will see Hall Beach and Igloolik operational in summer 2018.

The community is very interested in acquiring funding for a dedicated SAR unit and will submit an application before the deadline of the end of December, 2017.

CBSA – airpot (open liquor); own, golfing, ATVing, Yahoo,ing; Serentiy, hard appaoch, bridge, vice captiain' cabin, drinking in bar 2 hours after planned departure. Shack repeatedly requested depature time andthen demanded it.

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Western Arctic Trip Itinerary - August 20 - 27

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AUGUST 2017	Sunday 20	Monday 21	Tuesday 22	Wednesday 23	Thursday 24	Friday 25	Saturday 26	Sunday 27	Monday 28	Tuesday 29
Shack / Serenity	Shack en route to Cam Bay	Shack Cam Bay	Shack at Sea en route to Ulu	Shackleton in Ulukhaktok			Shack & Serenity in Ulu	Shack & Serenity at Sea	Shack & Serenity Cam Bay	Shack & Serenity continue east
PT, TR, SL	[illegible]	Iqaluit/Hall Beach/Igloolik	Igloolik/Gjoa	Gjoa/Cam Bay			Ulu	Ulu/Yellowknife		
Peter		Beach/Igloolik			Cam Bay / Paulatuk / Ulu	Mark and Peter stay in Ulu	P and M leave team in Ulu	At Sea Serenity	Cam Bay / Yellowknife	Yellowknife / Home
Mark	Cam Bay	Cam Bay	Cam Bay	Mark joins Team						
Morning	Pauli T, Tara B, Shannon L, Peter G (Darlene L?) YOW-YFB 0930 – 1230h	Early morning meetings with Arctic College, PSC, DFO. Late morning (1130h) departure to Hall Beach.	All-morning meeting in Igloolik, have lunch, fly to Gjoa,	To Cam Bay – leisurely travel times.	To Paulatuk – leisurely travel schedule. Arrive, tour community, have lunch.	Possible exercise with Shack and ULU CGA; discuss community boats,	Mark and Peter join Serenity to observe and learn about Passenger (pax) logistics, transfers, safety, and accountability.	Mark and Peter at sea on Serenity in Crew Quarters, to Cam Bay	Mark and Peter observe and learn about Passenger (pax) logistics, transfers, safety, and accountability,	Early flights to Ontario and home.
Afternoon	Meet [redacted] is not available schedule for later in fall	Hall Beach - lunch and all afternoon meetings and tour.	Gjoa - all-afternoon meeting / tour.	All afternoon meeting and tour of Cam Bay	All afternoon meeting, sign up unit, plan training and discuss community boats. To Ulu late afternoon.	Late afternoon, Team flies to Yellowknife and south via commercial flight(s); Mark and Peter remain in Ulu.	Observe Record and Report – passenger transfer operations		Depart Serenity morning – flight to Yellowknife 12:30	
Evening	No Plans/ Overnight Iqaluit	To Igloolik for Supper / overnight Igloolik	No Plans / Overnight in Gjoa	No Plans / Overnight Cam Bay	Cook our suppers in house if available. Overnight Ulu	Transfer to Serenity 14:00 local will need to contact ship	Mark and Peter on Serenity; Overnight crew's quarters.	Mark and Peter on Serenity; Overnight crew's quarters..	Flight to Yellowknife 13:00 overnight Yellowknife	
Accommodations	Iqaluit - Rooms booked Frobisher Inn under your name	Igloolik – Igloolik Isns North 867 934 8595	Gjoa – Amundsen Inn 867 360 6176	Cam Bay – Arctic Island Inn 867 983 2345	Ulu – The House	Serenity – crew cabin - Northwest Passage Transit	Serenity – crew cabins – Northwest Passage transit	Serenity – at sea Arrive Cambay 0600 local 28th	Yellowknife - NOVA	
Meeting Participants – CGA, SAO		Meeting with GN? Air Nunavut will pick you up at the hotel for flight.	Meeting confirmed SAO and Mayor 16:00 – 18:00 Hamlet office	Meeting with CCGA unit and local officials	Paulatuk confirmed time needs to be adjusted – ulu confirmed	Lifeboat drills serenity		PPT CCG Northern SAR		

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Arctic Expansion and Training Overview
September 29, 2017
Double Tree by Hilton Toronto West
Location: Aspen Room 1600 – 1830

1. In camera session 08: to 09:30 - CCGA/CCG

- In camera session focuses on funding for new equipment and also training, CCGA Q had some concerns as to the equipment that was being purchased as part of the New Unit start up kits. The discussion was mainly on the SPOT units versus EPIRB on the vessel, as a back up to the spot it was recommended that all units north of 55 should have both.

s.19(1)

- Communications was also discussed regarding the use of Satellite Phones on the vessels, as VHF is not a viable solution the use of Satilite Phones will go forward for any new CCGA unit located north of

2. Welcome and Introductions.

- Mark Gagnon Canadian Coast Guard
- Adam Erland – JRCC Halifax
- Jim Coolen – President CCGA Central and Arctic
- Shannon Laird – Executive Manager CCGA Central and Arctic
- [redacted]
- [redacted]
- Louie Melancon – Director General CCGA Quebec
- Craig Lingard – Civil Security Coordinator Kativik Regional Government
- Ed Zebedee – Director Protection Services Nunavut.

3. Program overview.

4. Community Consultations.

   - Northern Quebec Kativik Region
   - Eastern Arctic Nunavut
   - NWT
   - JRCC Arctic unit Expansion

5. Funding.

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- Current levels by region
- Number of project units Arctic
- Budgets submissions and funding requirements

6. Training.

   - Phase 1, 2 and 3
   - Instructors training spring 2016
   - Documentation - SMS

7. Equipment.

   - Required on vessel
   - CCGA specific
   - CCGA Arctic District specific

8. CCGA Membership Requirements Arctic

   - Quebec Region
   - Central and Arctic Region
   - Arctic specific
   - Required Documents

9. Points of Contact

   - Canadian Coast Guard – Project Manager, CCGA Coordinator.
   - Canadian Coast Guard Auxiliary - Operations, Training and Administration.
   - Northern Quebec – Kativik Region
   - Nunavut
   - NWT

10. Additional Items for discussion – round table

11. Closing remarks

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Gagnon, Mark

From: Darlene Langdon <darlene@ccga-ca.com>
Sent: November-09-17 11:01 AM
To: Gagnon, Mark
Subject: RE: [redacted] Ulukhaktok s.19(1)

Thanks Mark

[redacted]

[redacted] I just wanted to be sure if there had been a previous conversation before I called [redacted] myself.

Thank you

Darlene Langdon,
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Arctic Administrative Assistant
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Canadian Coast Guard Auxiliary (C&A)
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Toronto, ON M1B 3V4
Ph: ᐅᖃᓕᐅᑎᖓ: **(416) 463-7283**
Fax: ᓯᑲᔪᕆᑦ: **(416) 463-7285**

From: Gagnon, Mark [mailto:Mark.Gagnon@dfo-mpo.gc.ca]
Sent: Thursday, November 09, 2017 10:40 AM
To: Darlene Langdon <darlene@ccga-ca.com>
Subject: Re: [redacted] Ulukhaktok

[redacted]

Regards

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Sent from my BlackBerry 10 smartphone on the Bell network.

From: Darlene Langdon
Sent: Thursday, November 9, 2017 8:21 AM
To: Gagnon, Mark
Subject: [redacted] Ulukhaktok

s.19(1)

Hi Mark

When you and Peter were in Ulukhaktok back in August for the On Water training, did you talk to [redacted] regarding [redacted]?

[redacted]

I need to know if you discussed anything with [redacted] when you were there before I call her

Ulukhaktok has inquired a few times [redacted] and again yesterday.

Please advise

Darlene Langdon,

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Arctic Administrative Assistant

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Canadian Coast Guard Auxiliary (C&A)

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Gagnon, Mark

From: Darlene Langdon <darlene@ccga-ca.com>
Sent: November-17-17 9:27 AM
To: [redacted]
Cc: Shannon Laird; Arctic Director; Arctic Training Manager; [redacted] Gagnon, Mark
Subject: RE: Vessels IN and OUT of Service s.19(1)

Hi [redacted]

I just sent out [redacted] membership manual and ID card to you, so you can pass it along to him. [redacted]

As you and I discussed a couple days ago on the phone the CCGA are happy to have [redacted]
When you give him his ID and manual, please explain to him what his duties will be as decided by the Ulukhaktok Unit.

Thank you for all your help [redacted] ☺

Darlene Langdon,
ᑕᕐᓂᓐ ᓯᓚᑕᓐ
Arctic Administrative Assistant
ᐅᑭᐅᑕᖅᑐᒍᑦ ᐊᐅᓚᑦᑎᐅ,

Canadian Coast Guard Auxiliary (C&A)
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Fax: ᓱᑲᔪᑯᑦ: **(416) 463-7285**

From: [redacted]
Sent: Tuesday, November 07, 2017 4:26 PM
To: Darlene Langdon <darlene@ccga-ca.com>
Subject: Re: Vessels IN and OUT of Service

Hi Darlene,
can you check into [redacted]?
He still hasn't received any membership cards.

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thanks

[redacted]

On Mon, Oct 30, 2017 at 10:33 AM, Darlene Langdon <darlene@ccga-ca.com> wrote:

Ok... thanks for letting me know

s.19(1)

Darlene Langdon,

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Arctic Administrative Assistant

ᐅᑭᐅᑕᖅᑐᒍᑦ ᐊᐅᓚᑦᑎᓴ,

Canadian Coast Guard Auxiliary (C&A)

ᑲᓇᑕᒥ ᓴᕆᐅᑎᕐᕈᑦ ᐃᑲᔪᖅᑎᐅᖏᑕᐅᔪᑦ (C&A)

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Fax: ᓴᑲᔪᕈᑦ: **(416) 463-7285**

From: [redacted]
Sent: Monday, October 30, 2017 11:27 AM
To: Darlene Langdon <darlene@ccga-ca.com>
Subject: Re: Vessels IN and OUT of Service

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Hi Darlene

My work computer won't let me log onto that website and we don not have wireless internet here at work.

Our ocean is starting to freeze in the bays and we have had rough water for most of October, so our boating season is over.

thanks

[redacted] s.19(1)

On Tue, Oct 24, 2017 at 8:26 AM, Darlene Langdon <darlene@ccga-ca.com> wrote:

> Hi everyone...
>
> Just a reminder to everyone, of what is needed when you take your vessel "**Out of Service**" and when you put it back "**In Service**". This allows
>
> everyone to update their files and provide the BEST, and most efficient service possible if and when there is a rescue required.
>
> 1. Please go in SMS and mark the applicable vessel "IN" or "OUT" of service and select the date you are doing so.
>
> 2. Afterwards, please email the following 5 people to let them know:
> **JRCC Trenton** **jrcctrenton@sarnet.dnd.ca**
>
> **Arctic Director** **arcticdirector@ccga-ca.com**
>
> **Arctic Ops Man** **arcticoperationsmanager@ccga-ca.com**
>
> **Darlene...Arctic Admin** **darlene@ccga-ca.com**
>
> [redacted]

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I appreciate everyone's cooperation, and kindly ask if you have currently taken your boats out of service for the season, to please follow the above 2 steps. If you have already done so, then please disregard.

Thank you all for your help!

Darlene Langdon,

ᑕᕐᓂᓐ ᓯᖏᑕᓐ

Arctic Administrative Assistant

ᐅᑭᐅᑕᖅᑐᒍᑦ ᐊᐅᓚᑦᑎᓕ,

Canadian Coast Guard Auxiliary (C&A)

ᑲᓇᑕᒥ ᓯᑯᓯᐅᑎᖅᑯᑦ ᐃᑲᔪᖅᑎᐅᖏᑕᐅᔪᑦ (C&A)

305 Milner Avenue, Suite 208

Toronto, ON M1B 3V4

Ph: ᐅᖃᓕᐅᑎᖓ: **(416) 463-7283**

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s.19(1)

2017-19 Action Plan for Nunavik CCGA

Activities	Date	Where	Desired Outcome	OPI(Office of prime interest)	In charge	OCI(Office of commun interest)
Montréal Boat show	Feb	Montreal	Representative from Nunavik	Director Operation		Comm
Meet with local representative for recruitment	2018-01-30 To 2018-03-31	Kuujjuarapik Umiujaq Akulivik Ivujivik Salluit Kangiqsujuaq Quataq Kangirsuk Aupaluk Kangiqsualujjaq	Recruiting minimum of10 members per unit	Director Operation		Director Zone 6 Human ressources Office staff
Meet with local representative for MOU	2018-01-30 To 2018-03-31	Kuujjuarapik Umiujaq Inukjuak Puvirnituq Akulivik Ivujivik Quataq Kangirsuk Aupaluk Kangiqsualujjaq	Sign contract with communities administration	CCGA representative/ Director zone	Mark Gordon	Director Zone 6 Office staff
Vessel Inspection	2018-05-01 To 2018-06-01	All communauties vessel	Inspection completed for CCGA vessels	Zone 6 director	Mark Gordon	

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s.19(1)

2017-19 Action Plan for Nunavik CCGA

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Marine First Aid.	2018-01-15 To 2018-05-01	Various communauties	Certification as required	Training director		Training assistant Office staff
Instructor Training	2018-04-01 To 2018-06-01	Kuujjuaq	Update the training instructor	Training director		Zone 6 Chief Instructor Training assistant
Phase 1 & 2	2018-02-15	Inukjuak Purvirnituq Salluit Kangiqsujuaq Kuujjuaq	Members certification	Training director		Zone 6 Chief Instructor Training assistant
Organisation introductory course	Winter 2019	All members	All member will have received an Information session	To be determine		To be determine

Révision 2018-01-09

Nota: This action plan will be made possible with the availability of the members .

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CGA/CCG Arctic SAR Planning Workshop / January 10, 2018 / Montreal / 0830-

Attendees:
CGA Quebec Inc – Louis Melancon, s.19(1)
CGA C&A Inc – Shannon Laird, Darlene Langdon,
CCG – Lisa Deroon, Mark Gagnon, Peter Garapick

0830h

- Introductions, Peter gave overview and discussion framework, priorities; everyone gave input

0915h

- Louis gave summary of the CGA Que meeting yesterday;
- reviewed the winter plans;
- spoke about scheduling and his plans
    - challenges with students, their commitment to being available for planned training; need to find the right people in each community, it will take time.
    - SWAG is important; has a strategy with his SWAG to use as incentives if they show up, if they get phase 1 and toques for phase 2 etc. They were very proud of wearing the hoodies. said, "do not use the hoodie for dirty work". Kit bag for each person, when they returned they brought their kit bag, with their gear.
    - We need First Aid Training.
    - Quick note that the TC MOU concerning SVOP/MED not being required for a C registered boat was a stop gap measure 20 years ago and now CCGA has superseded that situation with the new certified Phase Training; we do not rely on it.
    - Train the Trainer plans, is going to be and a new instructor has been recruited a person who has spent much time in the north. needs the current Nunavik "instructors" to be *real* instructors and not just assigned the job after a course. It will be job to enhance the quality and capacity They will have "review" sessions to bring them along.
    - Note – we need to show the community that we are not working under KRG or Shannon reminded us to do promotions before our community meeting, inviting the community to come out and learn about CGA/CCG/SAR. We need to get the current SAR team on board.
    - wants us to really engage the community with teddy bears in life jackets, safety hand-outs, etc. And he sees families in boats with no PFDs.
    - We need to meet the Mayor and engage; bring safety gear for give ways to promote safety when we are not there. is speaking about relationships, building the reputation and rapport for CCG and CGA with the community. Be sure they know we are volunteers.

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- A used PFD program for northern communities, from CGA. Peter mentioned [redacted] amazing NIF funded program. Shannon tied it to her involvement in hockey equipment; in fact, CGA could also do a hockey equipment program too, or bikes.

s.19(1)

s.21(1)(b)

1000h – break

1015h

- Louis, next step after creating this excellent plan is to meet with [redacted] and select priority communities to pursue and to build a training schedule.
- Louis, wants to have more for recognition, SWAG but wants to be careful because CGA does little for its southern members; louis will coordinate with Shannon about things to buy that can be given away to members and/or community members.
- Peter has requested Louis send him a copy of the CGA-Q Organisation Introduction Course.
- Peter questioned if CGA wants to have a CGA Plaque with CGA crest to award new units.
- What is the best way to share files? Shannon and Louis to discuss. Drop boxes, zipped files, etc.

- Shannon is presenting the C&A Inc plans for next months; they had a pre-meeting as well.
- Units soon to be operational – target of 3 by July, more thereafter:
  - Hall Beach, Igloolik, Naujatt, Pond Inlet, Chesterfield Inlet, Taloyok, Arviat*
    *Arviat needs special attention due to council decision not to move forward with a a SAR Society. Mark and I (Steve) might make a trip to Arviat when visiting Rankin
- Cam Bay Training Workshop for Administrators at CHARS – administrators from new or weak units, not established well run units. Planned for April so Shannon must check with Ottawa about year-end issues.
- Shannon working with Rankin / [redacted] about IRB issue; [redacted] Aklavik - units or not?
- Shannon wants applications in for Rankin, Aklavik and Cam Bay for boats
- [redacted]
- Related issue of JRCC Halifax not working with CGA C&A Inc. CGA C&A Inc. does not want more units in Halifax SRR due to lack of support.
- Arctic Instructor course in Arctic this summer (May), in Hay River of Yellowknife, probably Hay River due to CCG Base. Hope to have 1 candidate from every unit, best would be 2 instructors from each unit; Follow-up with co-teaching at real courses in the summer - [redacted] or other instructor.
- Gjoa, Ulu – new money will be used for ROC Course [redacted] can teach it, or bring someone from south if necessary); Peter offered the idea of him hiring a retired person or two who is/are a certified ROC instructor and pay his/her travel to visit communities across Arctic and train.
- Classroom Phase 1 and Phase 2 starting in February.
- March, Arctic District meeting in Yellowknife as well have some training for unit leaders such as chart work, first aid, SMS – seize the opportunity.
- June, Jet Boat course in Inuvik by RCMP, possible for Tuk and Inuvik units

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- June, CCG RHIOT in Hay River, an annual event for the three RHI's in Hay River, Yellowknife, Churchill. A RHIOT certification is required for some members to become a better Phase 3 instructor and to become a Manager of Training in CGA. [redacted] to lead, other CCG RHIOT Instructors must be CCG RHIOT Certified in order for candidates to receive CCG RHIOT Certificate.
- QUESTION – Does CGA RHI operators require RHIOT? Issue is vessel speed and area of operation (distance from shore) not whether the vessel is an RHI – or is it? What is the Regional and what is the National CGA Training Standard position on this? CGA's National or Regional? Quebec Inc. does not have a policy. Does CCG C&A or National? Should Phase 3 replace the issue for CGA internally.
- April CGA C&A Inc BoD will be in Cam Bay.

1145 – 1215 – check out and lunch pizza break.

1235h

Administration / Darlene

- A new CGA Unit has paperwork: Vessel is the first step – boat applicaiont and vessel evaluation form (for insurance); SAR Society, National MOU with Insurance documents; Harassment Policy for each member and members application. A C&A Inc. SAR Society requires them to have a leader, treasurer, and a Unit Leader. Also Insurance, m
- Issue - SAR Society is a requirement in the CGA National Guidelines. Quebec does not have this approach, they have an MOU. Peter wants to understand this and will ask Ottawa what agreement they have with Quebec not to have to have a SAR Society and in its place, an MOU.
- Darlene likes when a unit appoints an Admin person since unit leaders are too busy to get things done. Darlene builds relationship with Admin, copies Unit Leader so they are in the loop. Gives a day or two for response and if no response received, she calls back and "forces" the issue. Building the relationship means getting to know them and the issues in their lives, understanding their time constraints.
- Each unit/admin has a printer/scanner that facilitates the communications.
- Explain why paper work is needed and the consequences of not getting it in on time.
- Explain the steps to take to get the paperwork done or the SMS work done.
- Pat them on the back, give them directions, explain that you might have to go to the SAO or Councillor – it might motivate them to get it done or in fact to have the councillor or SAO to do it.
- Every unit, Darlene has a folder and tracks everything in that folder, including calls made, emails and expected reply time frames.
- No formal criminal record search in C&A Inc, they rely on the community vetting their own people; Quebec Inc relies on KRG Police to quietly nod if potential member is ok or not.
- Louis asked if C&A Inc does member evaluation; Shannon says members must be evaluated every 5 years, but C&A Inc are trying to more in Arctic. Shannon says that units train every Tues and Thurs evening, all recorded in SMS, it is encouraged, not required but also monitored so that budgets are not over spent.
- Loius to revisit the "exercise" policy for units to get out on the water.

[redacted] – Accreditation of Instructors following Trenton Training in 2016;

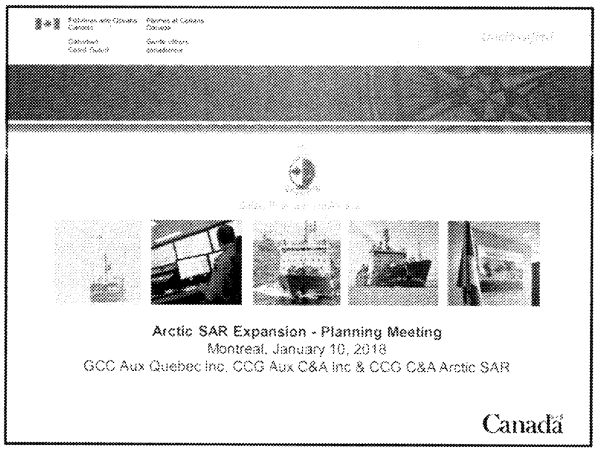
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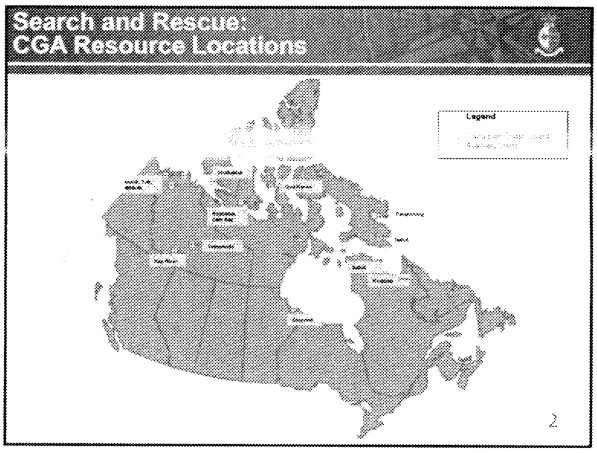
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- Shannon, TC only gave Portal to CCG Aux C&A Inc in September; October 1, [redacted] has certificate paper with TC numbers, and printed one for AGM; thereafter, [redacted] started going through the list of C&A Inc members and realised there was more info required per member and course. TC MAY Audit a course and its instructions but not WILL monitor a course. [redacted] was told by Sylvain Labat and other CCG'ers that TC must audit a coruse. [redacted] to call TC and confirm with Mario the audit process.
- [redacted] would ike to visit [redacted] and become familiar with the TC Portal process.
- Peter asked that the C&A Inc Board be asked by CG (Mark) to confirm that [redacted] will be accessible to Maritimes and Quebec Training Managers for the production of certificates.
- Phase Training / TC Actoin items:
    - [redacted] to Call TC and clarify
    - C&A Inc. to decide internal issues at Jan 20 BoD
    - Mark, [redacted] to plan February multi-region training workshop
        - Poll attendees for their concerns to build agenda.

- SAFETY culture, Right instrutors, No second changes for mis behaviour.
- [redacted] – most important issue in bulding a house is a solid foundation, that translates to the right people and a safety culture. We have an action plan (printed) and we need the right people in Nunavik to be successful, it will work through a grass roots approach.
- ** Promotoins to commnuities is going to be key.
- Do we have monthly meetings of this group – phone call; email group.
- [redacted] reiterated what Darlene said, communities

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Meeting Objectives

The next 3, 6 and 9 months:

1. New Members
2. Current Members
3. Administrative Support
4. Training Capacity
5. Arctic Relationships
6. Inter-Region Coordination
7. Community Boats

3

Meeting Objectives

1. New Members
   - Promotions
     - Awareness and enthusiasm for CGA, SWAG
   - Community Visits
     - Generate interest, build relationships, sign up members, find boat, Community Boats Program
   - Administration
     - Support, facilitate,
   - Training
     - Schedule, instructors, materials

4

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Meeting Objectives

2. Current Members
   - Exercising
   - Administration
   - Promotions

5

Meeting Objectives

3. Administrative Support
   - New Units
   - Existing Units
   - Leaders

6

Meeting Objectives

4. Training Capacity and Schedule
   - Instructors
     - From south, north, CCG
   - Materials
     - Appropriate language, content, quantities
   - Schedule
     - Where, When, How – multi community or single community

7

Meeting Objectives

5. Arctic Relationships
   - CCG and CGA respected in Arctic
     - People
     - Communities
     - Governments
     - Agencies
     - Schools

8

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Meeting Objectives

6. Inter-Region Coordination
   - Sharing, Trusting, Respecting, Helping, Succeeding

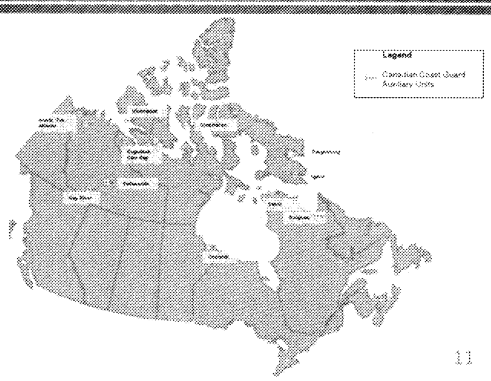
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Meeting Objectives

7. Community Boats
   - Making this work...

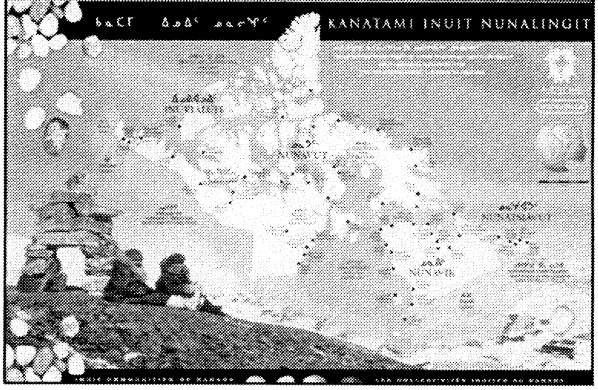
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Search and Rescue: CGA Resource Locations



11

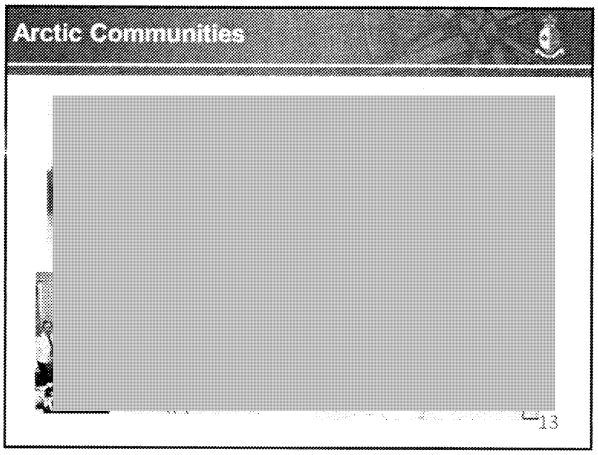
Arctic Communities

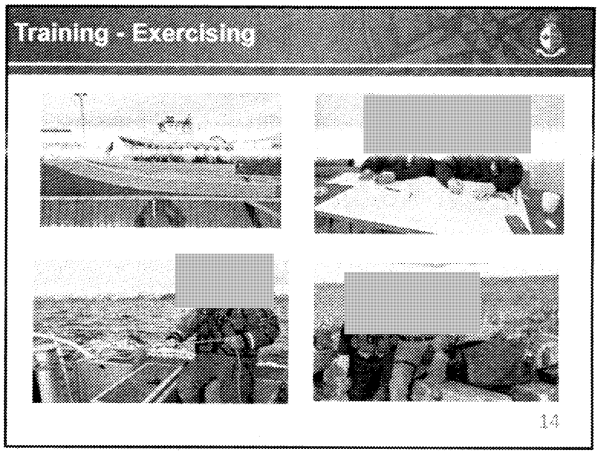


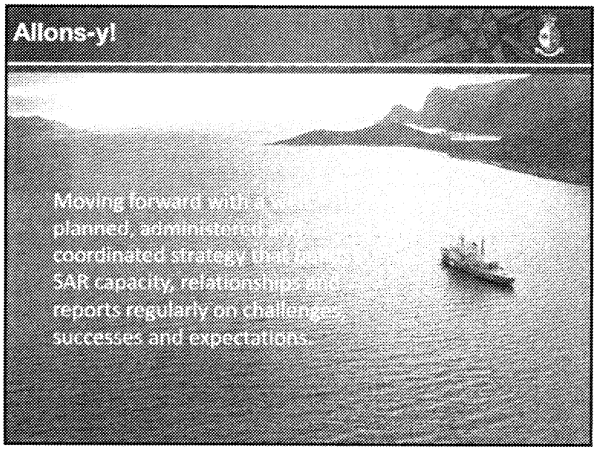
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Gagnon, Mark

From:	Landry, Jean-Sebastien
Sent:	January-15-18 2:27 PM
To:	Garapick, Peter
Cc:	Gagnon, Mark; Thompson, Steve A; Deroon, Lisa; Young, Carol
Subject:	RECAP of RAMSARD Workshop Jan 9-10
Attachments:	RAMSARD MANUAL _Eng.pdf s.19(1)

Good afternoon Peter,

As requested after each trip, here's my RECAP of my travel for the RAMSARD Jan 9th -10th Workshop.

Mark, Steve, Lisa and Carol, I've CC you so you can all have in writing what I have share with you during our meeting in MTL on January 11th.

Key points raises during RAMSARD (Risk Based Analysis of Maritime SAR Delivery) Workshop on Jan 9th and 10th - 8F100:

The Canadian Coast Guard is implementing its risk-based analysis of maritime search and rescue delivery (RAMSARD) methodology nationally which will address Pillar I (State of the Art Marine Safety System) of the Oceans Protection Plan. RAMSARD will assist the Coast Guard in proactively identifying SAR areas with new or emerging marine risks and ultimately ensures a more systematic approach to evaluating maritime SAR delivery in Canada. This review process is intended to be the SAR program planning tool and once fully implemented will result in improved SAR planning, decision-making and ultimately marine safety. This will allow the Coast Guard to understand marine risks better, implement mitigation measures within our control and recommend measures to other agencies responsible for carriage requirements and prevention activities.

What has been said for the analyst:

- It's almost a full time job – expectation of 3.5 days of work per week – maybe more the first year.
- 1st year must be followed the methodology described in the 2014 RAMSARD Manual (attached)
    - It hasn't been done before
    - This year goal is to identify lessons learned from the initial process and amend the methodology and review process, as required
    - For this reason, was suggesting doing the RAMSARD for one or two areas at the time to not get overwhelmed
        - May be ok to identify stakeholders within each community and to gather all the data requirements for the Arctic in one year –we'll see.

- Next steps!
    - **Pursue hiring staff.**
    - **Pursue/finalize area approval for the first RAMSARD cycle.**
    - **Hold RAMSARD training session in Ottawa (Feb 26th – March 2th)**: this training/workshop will explain to the analyst on how to put together a RAMSARD report and create the standardized template and tools for the first year.

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- **Start now the data collection** – which is the environmental scan and the data like incident summaries, lives lost, time on scene, etc. (A complete list that we built during our workshop will be sent soon by [redacted] and I will forward for feedback). That list is the basis of the **National RAMSARD Standardized Report Template.**

s.19(1)

  - We want the Arctic to be well represented on the National Report – so it's important for the analysis to make sure the specific Arctic data we want to collect to be present in that Standardized Report.
  - Benjamin Langley is the Operational Data Support Officer that will be the main point of contact in the Ottawa HQ to gather data related to CG – he has access to SiSAR and INNAV (Information System on Marine Navigation). At the beginning of February, it has been suggested that emails are sent to start to Ben to gather the data and have it during the training (ex: page 20 of the RAMSARD manual).

- It involves a lot of communication
  - Coordination – CCGA expansion/Community Boats and other OPP initiative - important to be aware of who's going where and if consultations can be put together
  - Training – cultural awareness training for the analyst – Yasmine will be in contact with the IRP office in MTL

Thanks!
JS

--

Jean-Sébastien Landry

Agent de formation, Recherche et Sauvetage | Arctic SAR Training and Exercise Officer
Garde côtière canadienne | Canadian Coast Guard
Courriel | E-mail : jean-sebastien.landry@dfo-mpo.gc.ca
Portable | Cell : 226-932-0915

Région du Centre et de l'Arctique | Central and Arctic Region
Pêches et Océans Canada | Fisheries and Oceans Canada
200 rue Kent, Ottawa, ON, K1R 5E3
Gouvernement du Canada | Government of Canada

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Gagnon, Mark

From: Garapick, Peter
Sent: February-23-18 1:54 PM
To: Gagnon, Mark
Subject: FW: Nunavik Business Plan
Attachments: PRÉVISIONS BUDGÉTAIRES NORD 2018-2019 (TEMPLATE FINAL).xlsx; Plan d'affaire 2018-2019 (Version final).doc

Please review and let's discuss.

s.16(2)

Peter G

Superintendent, Search & Rescue - Arctic | *Surintendant, Recherche & sauvetage - Arctique*
Canadian Coast Guard | *Garde côtière canadienne*
Central and Arctic Region | *Région du Centre et de l'Arctique*

Cell/*portable*:
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca

From: Louis Melançon [mailto:melanconl@gcac-q.ca]
Sent: February-23-18 11:33
To: Jones, Aimee; Parisien, Sonia; Garapick, Peter
Cc: 'Daniel Michaud'
Subject: Nunavik Business Plan

Here is our annual business plan for Nunavik.
If any questions…
Note : fell free to give copies to other appropriate persons in your offices.

Louis Melançon
Directeur général
Garde côtière auxiliaire canadienne (Québec) inc.
17, rue du Prince
Sorel-Tracy (Québec) J3P 4J4
Tél. : 877-746-4385
Cel. :
Fax. : 450-746-4386
Courriel : melanconl@gcac-q.ca
Site internet : www.gcac-q.ca

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ZONE 06 : NUNAVIK

PLAN D'AFFAIRES 2018-2019

INTRODUCTION :

Depuis deux ans, la GCAC(Q) s'est vu confier le mandat de mettre en place des nouvelles unités opérationnelles de recherche et sauvetage dans la portion nordique de son territoire, c'est-à-dire le Nunavik.

Quelques 14 municipalités ont été ciblées pour accueillir des unités opérationnelles au cours des prochaines années. À ce jour, nous avons recruté au moins un membre dans 12 de ces municipalités. Quatre d'entre elles sont maintenant opérationnelles; c'est-à-dire qu'elles comptent plusieurs membres et que leur municipalité (propriétaire des embarcations) ont signé une entente avec nous pour l'utilisation de leur embarcation comme BSA de la GCAC(Q):

-Kuujjuaq **-Salluit**

-Kangiqsujuaq **-Tasiujaq**

Dans notre évaluation, nous avons tenu compte essentiellement des capacités immédiates des communautés visées; c'est-à-dire, la disponibilité d'une embarcation convenable et sécuritaire pour naviguer sur ce territoire ainsi que la possibilité de recruter des bénévoles ayant déjà reçu une formation initiale de type SVOP au cours des dernières années.

Nos priorités pour les prochains mois sont :

-Le recrutement **-La formation**

-Les opérations **-La gestion des unités**

Plan d'action :

Nous joignons ici un tableau résumant les principales actions à venir au cours des prochains mois.

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s.19(1)

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Activities	Date	Where	Desired Outcome	OPI(Office of prime interest)	In charge	OCI(Office of commun interest)	Name
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Meet with local representative for recruitment	2018-01-30 To 2018-03-31	Kuujjuarapik Umiujaq Akulivik Ivujivik Salluit Kangiqsujuaq Quataq Kangirsuk Aupaluk Kangiqsualujjiaq	Recruiting minimum of10 members per unit				
Meet with local representative for MOU	2018-01-30 To 2018-03-31	Kuujjuarapik Umiujaq Inukjuak Puvirnituq Akulivik Ivujivik Quataq Kangirsuk Aupaluk Kangiqsualujjiaq	Sign contract with communities administration				
Vessel Inspection	2018-05-01 To 2018-06-01	All communities vessel	Inspection completed for CCGA vessels				

2017-19 Action Plan for Nunavik CCGA

Activities	Date	Where	Desired Outcome	OPI(Office of prime interest)	In charge	OCI(Office of commun interest)	Name
Marine First Aid.	2018-01-15 To 2018-05-01	Various communities	Certification as required				
Instructor Training	2018-04-01 To 2018-06-01	Kuujjuaq	Update the training instructor				
Phase 1 & 2	2018-02-15	Inukjuak Purvirnituq Salluit Kangiqsujuaq Kuujjuaq	Members certification				
Organisation introductory course	Winter 2019	All communities	All member will have received an Information session	To be determined		To be determined	
SAREX	Summer 2018	Communities with CCGA Units	A minimum of 3 SAREX per season				

Révision 2018-02-13

LE RECRUTEMENT :

À très court terme, le recrutement demeure notre priorité. 29 personnes issues de 12 municipalités différentes sont devenues membres au cours de la dernière année et 43 autres sont en processus de le devenir (des formulaires d'adhésion sont en voie d'être complétés).

Le directeur de la zone a reçu le mandat de poursuivre le recrutement d'ici le 31 mars prochain 2019 et ce, jusqu'à ce que nous ayons atteint notre objectif d'avoir minimalement une dizaine de membres par communauté.

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Pour l'appuyer dans ses démarches, nous organisons présentement en collaboration avec la GCC des tournées-blitz où des représentants autant de la GCC, de la GCAC que des autorités locales contribuerons à tisser des liens de confiance entre les intervenants.

Tous nos formulaires de recrutement ont été adaptés et traduits en anglais afin d'assurer une meilleure compréhension entre tous.

Les étapes simplifiées sont :

-Identifier des candidats et leurs compétences.

-Compléter les formulaires d'adhésion.

-Émettre un numéro de membre et carte d'identité officielle.

-Inscrire dans Gisar leur profil de membre et historique de formation.

Note importante : Dernièrement, pour mieux appuyer le projet, nous avons embauché une personne locale sur une base contractuelle, afin d'établir des liens continus et surtout, pour donner un appui quotidien au directeur des opérations, au directeur de zone qu'à l'adjoint en formation.

LA FORMATION :

Quatre de nos membres du Nunavik furent sélectionnés et ont reçu une formation d'instructeur. Deux de nos membres réguliers furent désignés pour les appuyer. Pour combler nos besoins, deux instructeurs additionnels s'ajouteront à ceux-ci afin d'offrir plus de souplesse et de disponibilité.

Au cours des derniers mois, une partie de nos membres ont reçu leur formation Phase 1 (qui leur permet d'agir à titre d'équipier sur une embarcation, tandis que d'autres sont déjà passé à la Phase 2 du programme de formation.

Le plan d'action priorisera donc des blitz de formation en classe sur la dernière portion de la saison hivernale afin d'accueillir les nouveaux membres recrutés durant l'hiver. Dès le début de l'été, ils pourront compléter leur formation avec des exercices sur l'eau.

Le principal défi de la formation demeurera sans aucun doute, de pouvoir compter sur la disponibilité des membres pour participer aux sessions de

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formations. Sans un leadership local fort, il sera difficile d'atteindre nos objectifs annuels. Dans ce contexte, nous tenons à remercier la GCC pour son support et sa compréhension face à ce défi.

Une formation de type « introduction à l'organisation » pourra être délivrée tout au long de la présente année. Celle-ci inclura, des aspects comme la structure de notre organisation, nos règles et politiques, notre code d'éthique, le sentiment d'appartenance, etc.

LES OPÉRATIONS :

Les 4 unités qui ont été ciblées comme « prioritaires » l'année dernière sont présentement opérationnelles. Notre plan ambitieux est que nos 14 unités le deviennent durant la prochaine année.

Nous rappelons que toutes ces unités peuvent compter sur des embarcations conçues et adaptées pour la recherche et sauvetage. Ces embarcations, de type Zodiac, Hurricane et Northwind Marine sont propriétés des municipalités qui devront consentir dans une entente écrite avec la GCAC(Q) à ce que ces embarcations soient utilisées, lorsque requises par les autorités compétentes (JRCC Trenton ou Halifax ainsi que la Police régionale Kativik ou la GCAC(Q); par nos Sauveteurs maritimes bénévoles, dans le cadre stricte des activités autorisées par la GCAC(Q). Dans ces cas, les propriétaires recevront une compensation monétaire selon les taux et règles établis dans notre entente de contribution.

Structure organisationnelle :

Suite à notre expérience de la dernière année qui ne nous a pas permis de développer autant d'unités que nous l'aurions souhaité, nous avons convenu de modifier notre stratégie d'implantation. Pour aider davantage à la mise en place de ces unités, nous avons récemment embauché sur une base temporaire et à temps partiel une personne « locale » au Nunavik qui connait bien la culture et l'approche nécessaire pour le recrutement et l'organisation des unités. Son mandat est donc de nous assister dans le recrutement de nouveaux membres, de remplir la documentation, d'obtenir leur dossier d'historique de formation, d'organiser sous la supervision du service de la formation, la logistique des sessions de formation et de voir aux déplacements des nouveaux membres et ce, en conformité avec nos règles établies.

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De plus, nous avons convenu de la nécessité qu'une personne à temps plein soit embauchée au siège social. La priorité pour cette personne sera d'être le lien direct avec nos membres du Nunavik et bien sûr, d'être la ressource privilégiée pour notre chargé de projet et l'ensemble des directeurs de services. La personne embauchée assurera également la gestion financière de ce budget.

Lorsque nous connaîtrons mieux le profil des membres choisis, nous pourrons éventuellement mettre en place une structure organisationnelle plus permanente et ainsi, atteindre un degré d'autonomie suffisant pour gérer les opérations courantes. Une fois la structure mise en place, un directeur de zone, des commandants d'unités et des adjoints de services seront désignés graduellement.

Ces fonctions seront occupées par des membres provenant des communautés locales qui recevront toutes les formations requises et le support nécessaire pour bien s'acquitter de leurs tâches au niveau de la gestion des membres et des opérations de recherche et sauvetage. Ils auront par accès internet à notre système Gisar.

Les commandants d'unités se rapporteront au directeur de zone qui lui, relèvera directement du directeur des opérations de la GCAC(Q).

LES COMMUNICATIONS ET SENSIBILISATION AU SYSTÈME SAR :

Ces deux services devront graduellement s'impliquer afin de mieux faire connaître notre mission auprès des communautés du Nunavik. Tout comme il sera important de faire un travail d'éducation au niveau de la sécurité nautique. Bobbie pourra certainement être mis à contribution pour sensibiliser les jeunes aux risques reliés aux particularités de leur territoire. Nécessairement, le matériel de prévention et d'éducation devra être développé et adapté en conséquence.

Une meilleure présence contribuera indirectement à améliorer la visibilité de la GCAC(Q), de la Garde côtière canadienne tout autant que du gouvernement du Canada. C'est d'ailleurs pour cette raison que nous cherchons à recruter une personne qui s'occupera localement de la rédaction d'articles dans les médias locaux et régionaux.

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LA GESTION DES UNITÉS :

1- La reddition de comptes :

Tous les nouveaux commandants d'unités recevront une formation minimale leur permettant de rendre compte à l'organisation des activités autorisées sur leur territoire. Nous mettrons à la disposition de chacun d'eux des outils et équipements modernes leur permettant un contact régulier avec les ressources pouvant les aider.

Leurs tâches comprendront en autres :

-Les rapports de missions et d'activités.

-Le recrutement et l'évaluation des membres.

-Les demandes de réclamations.

-La mise à jour des dossiers des membres.

-La publication et distribution du matériel destiné aux membres.

-Le contrôle et la gestion des BSA et des équipements.

-L'organisation des activités de formation.

2- La reconnaissance :

Nous comprenons tous que nous devrons développer chez nos nouveaux membres, un sentiment d'appartenance et une fierté les motivant à devenir des Sauveteurs Maritimes Bénévoles. En plus des séances de formation, chacun d'eux recevra des pièces de vêtements identifiés au nom de la GCAC(Q). Notre comité permanent de reconnaissances sera mis à contribution afin de s'assurer que nos membres du Nunavik soient reconnus autant par leurs pairs que dans le public.

3- La langue :

Nous avons tous convenu que la langue demeure un défi, surtout dans les premières années. Nous avons déjà prévu de traduire nos principaux documents dans les trois langues, soit le français, l'anglais et l'inuktitut.

Nos formations devront également être disponibles dans chacune de ces langues. Nous aurons donc régulièrement besoin de ressources externes à cet effet.

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EN CONCLUSION :

Le dossier de la zone 6 relèvera toujours du directeur des opérations. Ce dernier pourra toutefois compter sur notre directeur de la formation qui est déjà bien au fait des enjeux du Nord.

Recruter et former nos membres demeurent nos deux priorités en ce début d'année. Les ressources mises à notre disposition, cumulées à notre expérience d'une première année de rodage, nous permettent d'être confiants des résultats escomptés d'ici la fin de l'année.

Ci-joint, trouvez le budget annuel alloué à ce territoire.

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GARDE CÔTIÈRE AUXILIAIRE CANADIENNE - QUÉBEC
FORMULAIRES DE DÉPENSES (NUNAVIK) 2018-2019

Inscrire les valeurs réelles/prévues des éléments budgétaires sur chaque ligne

	2016-2017	2017-2018 (au 31 décembre 2017)	2018-2019
ADMINISTRATION			
Salaires			
Directeur général			
Gestionnaire des opérations			
Adjoint administratif			
Personnel comptable			
Employés à temps partiel			$ 10,000.00
Autres employés			
Charge fiscale des employés			
Indemnisation des accidentés du travail			
Avantages sociaux			
Total — Salaires			**$ 10,000.00**
TPS TVH TVP			
Honoraires			
Services de comptabilité et de vérification			$ 2,000.00
Experts-conseils			
Services juridiques			
Total — Honoraires			**$ 2,000.00**
Traduction	$ 2,500.00		**$ 2,500.00**
Frais bancaires	$ 500.00	**$ 15.50**	**$ 500.00**
Fournitures de bureau et papeterie	$ 1,000.00		**$ 1,000.00**
Expédition			
Affranchissement	$ 200.00		$ 200.00
Services de messagerie	$ 300.00		$ 300.00
Expédition	$ 1,000.00		$ 1,000.00
Total — Expédition	**$ 1,500.00**	**$ -**	**$ -** **$ 1,500.00**
Communications			
Services de téléphonie cellulaire			
Services Internet			
Téléavertisseurs			
Téléphones satellites			
Services téléphoniques			
Total — Communications			
Services d'impression	$ 2,000.00		**$ 3,000.00**
Services audiovisuels			
Location et entreposage			**$ 2,000.00**
Location de matériel de bureau			
Ordinateurs			
Services et produits informatiques			
Logiciels	$ 2,000.00		$ 2,000.00
Achats d'ordinateurs			$ 2,000.00
Total — Ordinateurs			**$ 4,000.00**
Matériel et mobilier de bureau	$ 500.00		
TOTAL — ADMINISTRATION	**$ 10,000.00**	**$ -** **$ 15.50**	**$ -** **$ 26,500.00**
ACTIVITÉS DE R ET S			
Remboursement aux membres pour des activités de R et S	$ 20,000.00	$ 2,059.15	$ 15,000.00
Franchises d'assurance des activités de R et S	$ 2,000.00		$ 1,000.00
TOTAL — ACTIVITÉS DE R ET S	**$ 22,000.00**	**$ -** **$ 2,059.15**	**$ -** **$ 16,000.00**
SOUTIEN AUX ACTIVITÉS SAR			
Fournitures et équipement de sécurité	$ 1,000.00	**$ 18,593.50**	**$ 2,000.00**
TPS TVH TVP			
Patrouilles de R et S			$ 3,000

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GARDE CÔTIÈRE AUXILIAIRE CANADIENNE - QUÉBEC
FORMULAIRES DE DÉPENSES (NUNAVIK) 2018-2019

Inscrire les valeurs réelles/prévues des éléments budgétaires sur chaque ligne

	2016-2017	2017-2018	2018-2019
Garde côtière auxiliaire canadienne, SAREX			
Exercices de formation régionaux			
Total — Formation en mer	**$ 25,000.00**	**$ -**	**$ - $ 45,000.00**
Déplacements pour des formations ou des réunions			
Déplacements du président	$ 4,500.00		
Activités de formation (États-Unis)			
Activités de formation (ailleurs qu'aux États-Unis et au Canada)			
Activités de formations (régions)			
Frais de téléconférence			
Réunions du comité sur la formation		$ 6,374.20	$ 10,000.00
Activités de formation (Canada)			
Total — Déplacements et réunions	**$ 4,500.00**	**$ -**	**$ - $ 10,000.00**
Véhicule			
Réparation et entretien de véhicules			
Immatriculation de véhicules			
Location de véhicules			
Carburant pour véhicules			
Total – Véhicule			
Location			
Traduction			
Équipement de formation			**$ 10,000.00**
Services d'impression		$ 2,040.59	
Fournitures de bureau et papeterie			
TOTAL — FORMATION	**$ 109,250.00**	**$ - $ 85,420.32**	**$ - $ 109,500.00**
MEMBRES			
Bulletins	$ 250.00		
Prix, cadeaux et programmes de reconnaissance	$ 1,000.00		**$ 1,000.00**
TPS TVH TVP			
Réunions			
Réunions de la direction			
Assemblée générale annuelle	$ 24,000.00		$ 10,000.00
Réunions du conseil d'administration			
Réunions de direction (Comités)			$ 5,000.00
Réunions nationales			
Total — Réunions	**$ 24,000.00**	**$ -**	**$ - $ 15,000.00**
Expédition			
Affranchissement			
Services de messagerie			
Expédition			
Total — Expédition			
Internet			
Déplacements du président			
Déplacements ailleurs qu'aux États-Unis et au Canada			
Déplacements aux États-Unis			
Déplacements dans les régions			
Total — Déplacements			
Recrutement			**$ 3,000.00**
Vérification du casier judiciaire			
Administration nationale			
Insignes d'uniformes	$ 250.00		$ 250.00
Salaires préposée aux membres			
Avantages sociaux+part de l'employeur			

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GARDE CÔTIÈRE AUXILIAIRE CANADIENNE - QUÉBEC
FORMULAIRES DE DÉPENSES (NUNAVIK) 2018-2019

Inscrire les valeurs réelles/prévues des éléments budgétaires sur chaque ligne

	2016-2017	2017-2018	2018-2019
Indemnisation accidents			
Services d'impression	$ 250.00		
Traduction	$ 500.00	$ 911.35	$ 2,000.00
Fournitures de bureau et papeterie	$ 250.00		
TOTAL - MEMBRES	**$ 26,500.00**	**$ - $ 911.35**	**$ - $ 19,000.00**
MARKETING ET COLLECTES DE FONDS			
Fournitures de bureau			
Salaires			
Collectes de fonds			
Employés à temps partiel			
Charge fiscale des employés			
Indemnisation des accidentés du travail			
Avantages sociaux			
Total — Salaires			
TPS TVH TVP			
Expédition			
Affranchissement			
Services de messagerie			
Expédition			
Total — Expédition			
Communications			
Services de téléphonie cellulaire			
Services Internet			
Téléavertisseurs			
Téléphones satellites			
Services téléphoniques			
Total — Communications			
Ordinateurs			
Services et produits informatiques			
Logiciels			
Achats d'ordinateurs			
Total — Ordinateurs			
Déplacements et réunions			
Déplacements du président			
Frais de téléconférence			$ 500.00
Réunions du service			$ 3,250.00
Total — Déplacements et réunions			**$ 3,750.00**
Véhicule			
Réparation et entretien de véhicules			
Immatriculation de véhicules			
Location de véhicules			
Carburant pour véhicules			
Total – Véhicule			
Programmes / cotisations			
Traduction			
Publicité			
Bobbie			
Consultations			
Publications		$ 263.07	
Bulletins			
TOTAL – Marketing et collectes de fonds		**$ 263.07**	**$ 3,750.00**
Sensibilisation à la R et S			
Déplacements			$ 1,000.00

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GARDE CÔTIÈRE AUXILIAIRE CANADIENNE - QUÉBEC
FORMULAIRES DE DÉPENSES (NUNAVIK) 2018-2019

Inscrire les valeurs réelles/prévues des éléments budgétaires sur chaque ligne

	2016-2017	2017-2018	2018-2019
Vérification du casier judiciaire			
TPS TVH TVP			
Expédition			
Affranchissement			
Services de messagerie			
Expédition			$ 1,000.00
Total — Expédition			**$ 1,000.00**
Véhicule			
Réparation et entretien de véhicules			
Immatriculation de véhicules			
Location de véhicules			
Carburant pour véhicules			
Total – Véhicule			
Formation			
Vérifications de sécurité des embarcations de plaisance			
Bobbie			
Fournitures de bureau			
Fournitures et matériel de sensibilisation R et S			**$ 500.00**
Événements spéciaux			
Expositions sur la sensibilisation R et S			
Salons nautiques			
Expositions de chasse et pêche			
Présentation sur sensibilisation R et S			**$ 1,000.00**
Démonstrations sur l'équipement de R et S			
Achat d'équipement			
Traduction			
Patrouilles			
TOTAL – Sensibilisation à la R et S			$ 3,500.00
TOTAL DES DÉPENSES (TOUTES LES CATÉGORIES)	**$ 200,000.00**	**$ 107,717.97**	**$ 244,250.00**

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GARDE CÔTIÈRE AUXILIAIRE CANADIENNE - QUÉBEC
FORMULAIRES DE DÉPENSES (NUNAVIK) 2018-2019

Inscrire les valeurs réelles/prévues des éléments budgétaires sur chaque ligne

	2016-2017	2017-2018	2018-2019
FORMATION			
Salaires			
Officier de formation			
Assistant de l'agent de formation			
Employés à temps partiel			
Charge fiscale des employés			
Indemnisation des accidentés du travail			
Avantages sociaux			
Total — Salaires			
TPS TVH TVP			
Expédition			
Affranchissement			
Services de messagerie			$ 1,000.00
Expédition	$ 2,000.00		$ 1,000.00
Total — Expédition			**$ 2,000.00**
Communications			
Services de téléphonie cellulaire			
Services Internet			
Téléavertisseurs			
Téléphones satellites			
Services téléphoniques			
Total — Communications			
Traduction	$ 2,500.00		**$ 2,500.00**
Ordinateurs			
Services et produits informatiques			
Logiciels		$ 5,190.52	
Achats d'ordinateurs			
Total — Ordinateurs			
Formation en salle de classe			
Formation en R et S	$ 54,000.00	$ 71,815.01	$ 20,000.00
Formation en secourisme	$ 18,000.00		$ 15,000.00
Formation en réanimation cardiopulmonaire			
Cours de R et S			
Gestion de la sécurité/Évaluations			
Certificat restreint d'opérateur			
Carte de conducteur d'embarcation de plaisance			
Total — Formation en salle de classe	**$ 72,000.00**	$ -	$ - **$ 35,000.00**
Formation des membres et du personnel	$ 1,500.00		
Formation sur le système de gestion de la sécurité			
Formation initiale	$ 1,750.00		$ 5,000.00
Perfectionnement professionnel			
Total — Formation des membres et du personnel	**$ 3,250.00**	$ -	$ - **$ 5,000.00**
Formation en mer			
Manœuvre des embarcations pneumatiques à coque rigide (RHI)			$ 10,000.00
Compétences de conducteur de petit bâtiment/MEDA 3			$ 35,000.00
NES-L			
Formation sur les petites embarcations	$ 25,000.00		
Gestion de la sécurité/Évaluations			
Exercices d'autres organismes			
Exercices mixtes de R et S			

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GARDE CÔTIÈRE AUXILIAIRE CANADIENNE - QUÉBEC
FORMULAIRES DE DÉPENSES (NUNAVIK) 2018-2019

Inscrire les valeurs réelles/prévues des éléments budgétaires sur chaque ligne

	2016-2017	2017-2018	2018-2019
Primes d'assurance			
Immatriculation des navires			
Frais de conférence et de participation			
Fanions des navires			$ 1,000.00
Entretien de l'équipement	$ 3,000.00		$ 2,000.00
Expédition			
Affranchissement			
Services de messagerie	$ 750.00		
Expédition	$ 3,000.00		
Total — Expédition	**$ 3,750.00**	$ -	$ -
Communications			
Services de téléphonie cellulaire			
Services Internet	$ 500.00		$ 2,000.00
Téléavertisseurs			
Téléphones satellites	$ 7,500.00		$ 5,000.00
Services téléphoniques			
Total — Communications	**$ 8,000.00**	$ -	$ - **$ 7,000.00**
Salaires			
Salaire de l'agent des opérations			
Employés à temps partiel			$ 30,000.00
Charge fiscale des employés			
Indemnisation des accidentés du travail			
Avantages sociaux			
Total — Salaires			**$ 30,000.00**
Ordinateurs			
Services et produits informatiques			
Logiciels			
Achats d'ordinateurs			
Total — Ordinateurs			
Réunions			
Déplacements du président	$ 4,500.00		$ 3,000.00
Activités de formation (États-Unis)			
Activités de formation (ailleurs qu'aux États-Unis et au Canada)			
Réunions opérationnelles régionales ou de district	$ 11,000.00	$ 455.08	$ 15,000.00
Frais de téléconférence	$ 1,000.00		$ 1,000.00
Réunions de comités			
Activités de formation (Canada)			
Total — Réunions	**$ 16,500.00**	$ -	$ - **$ 19,000.00**
Véhicule			
Réparation et entretien de véhicules			
Immatriculation de véhicules			
Location de véhicules			$ 2,000.00
Carburant pour véhicules			
Total – Véhicule			**$ 2,000.00**
Déplacements			
Déplacements aux États-Unis			
Déplacements ailleurs qu'aux États-Unis et au Canada			
Déplacements du Conseil national			
Déplacements du président			
Autres déplacements			
Total — Déplacements			
Services d'impression			
Fournitures de bureau et papeterie			
TOTAL - SOUTIEN AUX ACTIVITÉS SAR	$ 32,250.00	$ - $ 19,048.58	$ - $ 66,0[illegible]

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s.19(1)

Good Afternoon all,

Please find below my report of our Nunavik Charter Trip from March 5th to 8th, 2018.

Peter, [redacted] I've put you all in the same email so we can all be on the same page during future discussions. It was a pleasure meeting you all, and I'm hopeful we'll be reunited again soon to progress towards a safer Nunavik.

Here are some key points that I suggest discussing in our next teleconference/meeting:

- The success of this trip
- Logistical hiccups and the next CCG Led Charter (end of April/beginning of May)
- Reimbursement & reporting challenges
- SAR Phase in Nunavik (for already certified members that has SVOP & MEDA3)
- Prevention Mandate of the CCGA
- SARNIF program from the Civil Security Office
- Languages Challenges
- Membership Refusal Explanation
- CCGA Training that is planned for this summer

Following the order of these key points, please find bellow general observations that I've noted during the trip.

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s.19(1)

The success of this trip

This trip was very successful. Indeed, the first success was the **great chemistry we all created during our travels.** [redacted] The second success was the pleasant surprise of **the dedication that** [redacted] **shown** during the entire trip. When we were in the Northern Villages (NV) Offices, they were focus, well organized and the paperwork was moving. I think now we can say it's a bit clearer on how CCGA in Nunavik will move forward in the next months and perhaps years. Finally, the third success was **the amount of CCGA volunteer candidates that came to our engagement sessions**. Here's the latest update I have concerning the number of candidates we recruited:

Kuujjuarapik : 4 new candidates, recruitment for the first time.

Inukjuak : 4 new candidates, recruitment for the first time. We took pictures of 12 different individuals from that community since the initial picture of already signed up members got lost.

Akulivik : 9 new candidates for the first time.

Umiujaq : 6 new candidates for the first time.

In total, we have **23** new candidates.

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s.19(1)

Logistical hiccups and the next CCG Led Charter (end of April/beginning of May)

Wrong legs were confirmed by Inuit Air and given to me by [redacted] on Monday morning, which has caused great confusion for several hours.

After [redacted] arrival by plane from Montreal at 12:10, immediate departure would have been required to follow the initial schedule to arrive in Kuujjuarapik on time (departure schedule for 12:30). However, since the initial schedule was not yet set in stone upon [redacted] and CCGA arrival from Montreal, this gave them time for [redacted] to go to the grocery when I was still figuring out the right schedule with [redacted] and the pilot. Since that delay causes us to be late in Kuujjuarapik and miss out to see a few possible candidates, it should be noted that more leeway should be given in the schedule while travelling by Charter.

I would also point out that it took a lot of time to check in our baggage and it cannot be expected than any charter will leave on time. **Thus, I think we might want to give a bit more flexibility on the approach ''we will meet X number of members and X time at X place''.** I would suggest instead that we still have that approach as rigorous as possible, but that we keep in mind that it's possible as well that we arrived late and last minute calls will need to take place. In fact, those phone calls happened in all four communities we visited, and it's also the reason

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[redacted] agreed on the March 8th briefing that a satellite

s.19(1) s.20(1)(c) phone will be provided [redacted] during the charters for making effectively those last-minute calls.

Upon arrival in Kuujjuarapik at 1630, the Deputy Mayor said 6 to 8 more people would be interested to come the next morning. However, we were scheduled to leave Kuujjuarapik at 1900 with no plan to come back. [redacted] CCGA that flight legs were not easily changeable. I've reminded them that it was said prior to departure [redacted] Also, [redacted] the steps to take to change a leg at the time was preventing me having firm answers on what was possible or not. I also did not prepare for that scenario since it was very clear during our February 26th teleconference call that the new legs sent by [redacted] on February 27th would be the last change. I now know that CCGA membership recruitment trips should come with more flexible legs.

After a few exchanges of emails with [redacted] on Tuesday morning, it was deemed possible to fly back to Kuujjuarapik on Tuesday morning. However, we learned no longer after the changed that community members in Kuujjuarapik was finally not available to meet us.

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Recommendations:

- I would suggest the **charter leader** to travel with a SAT phone and **have direct contact with the charter pilot and company representative** to have more efficient communication.
- It was discussed that 24 hours per community could result in a greater reach. We agreed that at least 10 signatures could be expected when a 24-hour presences are shown. The bottom line is that after initial consultation with the zone director, **CCGA can't set in stone precise meeting time with the communities,** so very flexible charters and a schedule that is less rigorous should be an option.

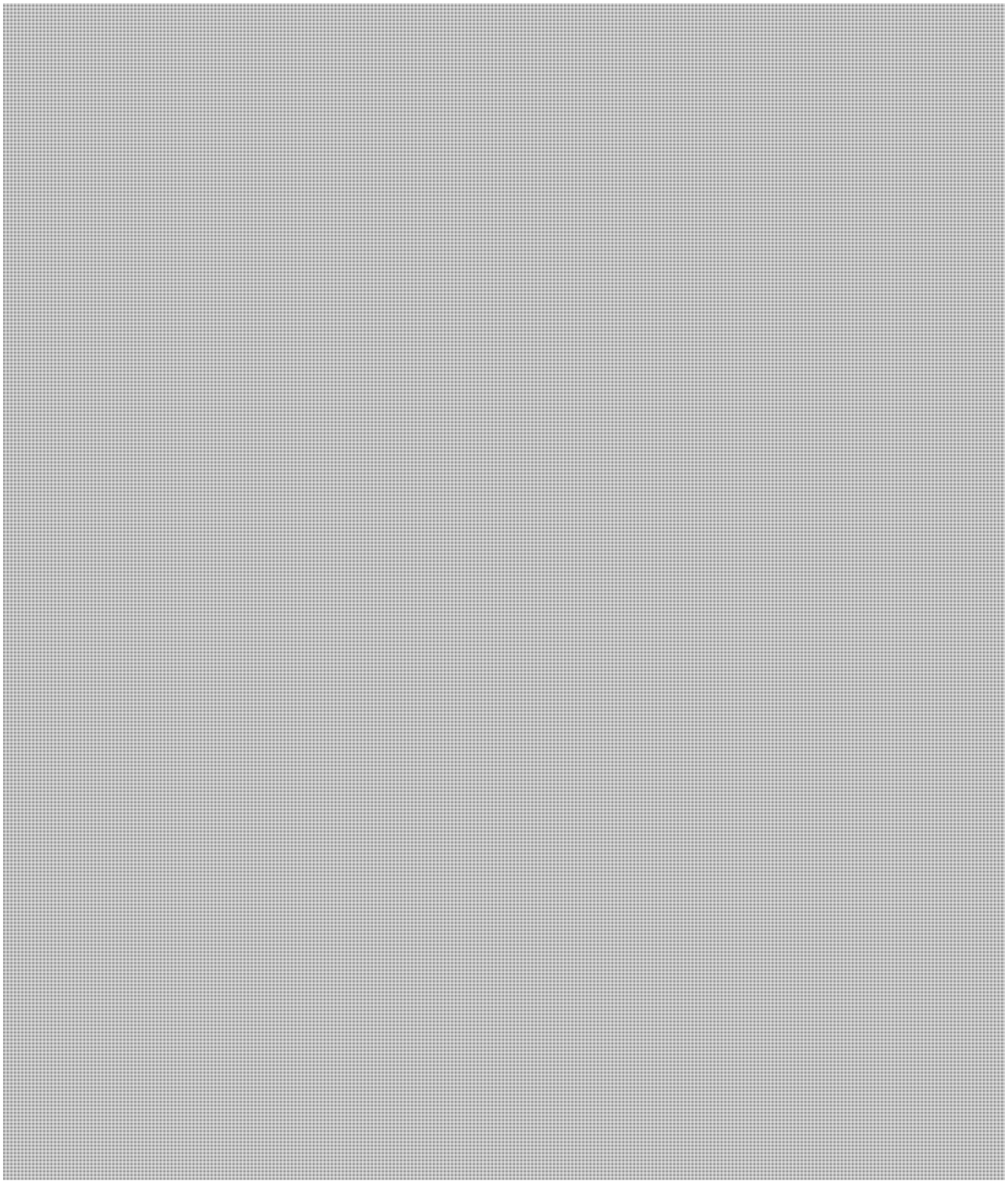
Reimbursement & Reporting Challenges

I've learned through this trip that NV are historically known to pay community members that are using the SAR vessel for search and rescue missions. I would pinpoint this as a major issue for the implementation of a CCGA unit since CCGA is volunteer based. This is also a major issue for the vitality of our current communication channel since NV is also historically known not to advise JRCC and sometimes even the police when they're leaving on a SAR mission. **The question remains on how we find the right balance between accurate reports,**

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efficient SAR delivery and the need of autonomy that we know the NV want to keep.

s.19(1)
s.21(1)(b)



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s.19(1) **Concerning reporting challenges, it has been suggested that having a representative from JRCC meeting the mayor, unit leaders and so forth would be beneficial for both parties.**

SAR Phase in Nunavik (for already certified members that has SVOP & MEDA3)

[redacted] was not aware of the existence of the SAR phase that was finalized last summer by C&A region. My understanding was that the SAR phase will be used as a top up to already SVOP and MEDA3 certified CCGA members. However, [redacted] told me that he was not aware of that. **A follow-up should be made with [redacted] in regards of whether SAR phase will be taught or not in Nunavik; and which role CG will play in that regard, i.e. implication of the "SAR Exercise Team".**

Prevention Mandate from CCGA

[redacted] presence became very relevant during this charter since we discovered that her program she was promoting, that focuses on educating the importance of wearing a life jackets to students, can be related to CCGA and the Program Swim to Survive of the Civil Security Office that [redacted] is leading.

The Swim to Survive program has the goal to fly two teachers to Kuujjuarapik that would offer one week of swim lesson per community.

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[redacted] program is also a great way to empower local CCGA members that would like to talk about boating safety in schools and to children anywhere in the village. **However, it was not made clear during the trip if [redacted] program falls under the CCGA mandate on paper.**

SARNIF Program From the Civil Security Office

Civil Security is waiting for the funding of a system that will collect data from all SAR cases (in land & in water) in Nunavik. These data will be collected by tablets. Collecting that data will be helpful for future RAMSARD. **Update from [redacted] to know when that system (SARNIF) is implemented will be required.** For people who were not aware, ¾ of what [redacted] does concern Civil Security.

Language Challenges

Not a lot of translation was required during the meeting, but having [redacted] speak Inuktitut during the meeting from time to time was a great help and a way for us to connect better with the community members.

Membership Refusal Explanation

It was decided during the end of the trip briefing that explanation letter should be sent to the mayor and to the individual on the reason why his membership was refused. This has the goal, on top of enhancing communication, to remove pressure

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s.19(1) from [redacted] to explain why a candidate was refused. CCGA never received the reasons why a candidacy is rejected, he only knows if he got the green light from the police or not.

CCGA Training That Is Planned for This Summer

From the result of this trip, Inukjuak and perhaps Akulivik could be ready to get trained. From what I understood from [redacted] he's very eager to come back with his team in the communities to start doing training this summer. **I think the next charter should target communities that are missing a few candidates to seal the deal on these training opportunities.**

Conclusion Remarks

If I had to retain one lesson from my first trip up in Nunavik, it's that all parties should understand clearly Nunavik realities and be open to listen to the realities and the needs of all partners. **Working as a team makes everything much easier. Communication is key is our effort to progress toward a safer Nunavik, and making room to debates and understanding of all realities is the greatest way to move forward towards the realization of concrete ideas.** I've learned a lot in the past few days and I would like to thank Peter and [redacted] for the opportunity of participating to this charter, but especially all of you for making this trip as productive than fun.

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s.19(1)

Finally, I'm adding to my report the attached report from CCGA since it points out a few other propositions that were adopted during the end of the trip briefing.

If you have any questions or comments, please feel free to forward them to me as it will be my pleasure to response to them. Feel free to add anything that I would have forgotten as well. However, keep in mind that my main role is to work on anything that is related to the analysis of SAR delivery in the Arctic, so all technical questions concerning CCGA implementation and future charters should be forwarded to [redacted]

For those who will be there, I'm looking forward to seeing you at the CCGA AGM next Saturday in Saguenay.

Best regards,

Jean-Sébastien

Jean-Sébastien Landry

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Gouvernement du Canada | Government of Canada

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Nunavik CCGA expansion 2016-18							
Locality	Members	SVOP	First Aids	Radio VHF	SAR course	MED A-3	Vessel authorized
Kuujjuarapik-Unit 60	(4)						
Umiujaq-Unit 61	(5)						
Inukjuak-Unit 62	(12)						
Puvirnituq-Unit 63	(11)						
Akulivik-Unit 64	1 (9)						
Ivujivik-Unit 65	5						
Salluit-Unit 66	5 (2)						X
Kangiqsujuaq-Unit 67	4 (1)						X
Quataq Unit-68	1 (6)						
Kangirsuk-Unit 69	1 (4)						
Aupaluk Unit 70	1 (7)						X
Tasiujaq-Unit 71	(9)						X
Kuujjuaq Unit 72	11						X
Kangiqsualujjaq Unit-73	1 (7)						X
Total	30 (77)						

( )=Futur members

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EXPANSION OF THE CANADIAN COAST GUARD AUXILIARY IN THE ARCTIC

ISSUE

Provide status update on the expansion of the Canadian Coast Guard Auxiliary in the Arctic.

BACKGROUND

Since 2015 the Coast Guard has undertaken a systematic, risk-based expansion of Coast Guard Auxiliary units in the Arctic. In collaboration with the Auxiliary, Coast Guard has worked to review the marine risks in the Arctic in order to expand search and rescue (SAR) capacity in northern communities through the increase of Auxiliary units.

The Canadian Coast Guard Auxiliary (Auxiliary) is a national volunteer organization of more than 4,000 members and access to more than 1100 vessels that is a significant contributor to Canada's national SAR response system. Coordinated by the Federal SAR system, the Auxiliary volunteers responds to approximately 25% of all maritime SAR incidents annually across the country.

Through the Arctic SAR Expansion project, staff from the Coast Guard and the Auxiliary for Central & Arctic and Quebec regions travelled to most of the 45 Inuit / Inuvialuit communities located on the federally mandated SAR waters of the Arctic Ocean and Hudson Bay, completing marine risk assessments to determine the need for SAR capacity in those communities.

Through Canada's Oceans Protection Plan (OPP), Coast Guard continues to support the Auxiliary's expansion in the Arctic through a number of initiatives. The establishment of a new Arctic Chapter of the Auxiliary allows for more flexible spending under the contribution agreement program and also provides additional funding to support current Arctic operations and continued growth. Coast Guard is leading the Indigenous Community Boat Volunteer Program to provide funding for the purchase of SAR capable boats or equipment, to strengthen the capacity of coastal Indigenous communities to participate in maritime SAR activities as members of the Auxiliary. The OPP will also provide interested Arctic Auxiliary units an opportunity to participate in environmental response training with a longer term goal of leveraging trained units as initial on water response capacity to assess reports of marine spills.

CURRENT STATUS

There are currently 15 Auxiliary units in the Arctic:

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Northwest Territories:

- Yellowknife
- Hay River
- Inuvik
- Tuktoyaktuk
- Ulukhaktok

Nunavut:

- Kugluktuk
- Cambridge Bay
- Gjoa Haven
- Churchill
- Rankin Inlet
- Pangnirtung

Nunavik:

- Kuujjuaq
- Salluit
- Umiujaq
- Aupaluk

The following 5 Auxiliary units are anticipated to be operational in 2019:

- Aklavik, NWT
- Iqaluit, Nunavut
- Clyde River, Nunavut
- Pond Inlet, Nunavut
- Arctic Bay, Nunavut

In 2017-18 the communities of Gjoa Haven, Rankin Inlet and Cambridge Bay, Nunavut and Ulukhaktok, N.W.T. collectively received $1M in funding to purchase new SAR capable boats and related equipment as part of the Indigenous Community Boat Volunteer Program. In 2018-19, Coast Guard anticipates a number of funding applications will be submitted by Arctic communities. This funding will help to ensure Arctic communities have the tools they need to build on the role they already play in marine safety in local waters.

Coast Guard will be providing environmental response training/information sessions to interested Arctic Auxiliary units in 2018-19.

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Overview

s.20(1)(c)

Over the course of 10 days, July 13th-22nd, Team 1 of the exercise and training teams (Breagh Harrie and Levi Eegeesiak) were able to visit the Coast Guard Auxiliary Units in Inuvik, Gjoa Haven and Kuguktuk. During our visits we were able to meet and work with multiple members from each unit in order to grasp a better concept of where the units are at with their knowledge base and SAR skill levels.

Inuvik CCGA

Unit Leader: Paul MacDonald

While in Inuvik, we met with four of the unit's auxiliary members who varied in experience from less than a year to as much as 15+ years. The unit is comprised of 16 members total but they only consider 14 of them to be active members. The two members who are considered to be inactive have been asked to participate within 30 days (whether training or a tasking) and if they do not, they will be removed as members. The unit would like to free up these two spots as they believe it is unfair for someone who would like to join and be an active member, but are unable to as there are no open positions. All of the members we met with have their Phase 1 and Phase 2 training and the unit leader is capable of teaching these courses to new members in the future. While on site, we were able to see the one vessel that the unit operates as well as the 3 SAR Sea-Doos for training and search and rescue tasking's. The vessel is a smaller, single engine boat that is a bit older [redacted] One of their Sea-Doos is older than the other two but they are all in good working order and they have a 4th brand new one coming as well.

While with the unit, we were able to plan an exercise consisting of many aspects that related to the Phase 1 and Phase 2 manuals. We were able to complete a fair amount of training with the members of the unit while we were there. After showing us their SAR assets, we began their training regime by having a brief classroom session on how the members are trained before they are allowed to operate a SAR Sea-doo during a tasking. Any member who wishes to operate one has to demonstrate proficiency in Phase 1 and 2 as well as the specific Sea-Doo training that was developed by the unit leader. Following the classroom session, the boat and 3 Sea-Doos were trailered down to the boat launch. Every crew member demonstrated their ability to back the trailers down the ramp safely yet efficiently. We then began a navigation exercise that incorporated safe navigation through the Delta using the GPS, range markers and visual aids. During the exercise, each member was able to properly demonstrate pacing with the Sea-Doo alongside of their larger boat.

Overall the exercise went very well with the Inuvik members. Each of them demonstrated a great deal of competency regarding their local knowledge and navigation skills through a very unique area. Navigating through the delta is comparable to a hedge maze at times because there are so many different channels you could possibly take. Pacing and trailering also showed that the crew is well versed in safe procedures and knowledge of Phase 1 and Phase 2.

As a unit, the members indicated that training does not necessarily happen once a week, but normally when the weather cooperates the most. This means that they may train twice or more a week

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and sometime not at all during a week, although they do make an effort to train at least once a week no matter what. The unit uses the Garmin Inreach system as they do not have cellular signal throughout the delta. When they are on a SAR tasking, they will have someone in the office watching them through the online Garmin system, who will also relay messages to JRCC and RCMP for the unit when they are unable to contact them. They also showed us a very useful piece of technology called The Spotted Dog: Rover Pager System. This system allows every members cell phone to act as a pager when they receive a SAR tasking, which in turn the unit members can respond to the page (whether or not they will be responding) directly from their phone. This bit of technology is very cool as it allows them to have a good idea of who and how many will be showing up to respond to their calls. Both the Garmin Inreach system and the Rover Pager System cost the unit money every year out of their own pocket. The Inuvik unit relies very heavily on the fundraising they do as a unit. This has become daunting at times in order to raise enough money for new gear, changing technologies and maintaining their vessels.

The unit members voiced some concerns/ suggestions for improvement of the Coast Guard Auxiliary program as well as their specific unit that would help benefit the members. As a unit, the areas that the members wanted to voice concern about were as follows:

- Funding for training and upgraded amenities/gear.
    - The unit's source of income is fundraising within the community (Bingos, community donations, etc) but this is a lot of work for a smaller number of people.
    - Local knowledge is necessary for their unit as it is such a unique maze of territory, making it crucial for their search and rescue efforts members to be well versed with the area. Being on the water more often helps to accomplish this.
    - Having 3-4 separate units all on searches together and (being on the Sea-Doos) not having the easiest means of communicating, the unit has invested a lot of money into headset communications with little to no subsidization.
    - ** The unit has inquired about using the Canadian Coast Guard fenced yard in order to store their boat and Sea-Doos as they do not have a secured space to do so but they have been told that is not allowed because they are auxiliary members and not Coast Guard personnel. Is there anyone who could look into this for them?

The units concerns come down majorly to a matter of funding (most of which is done on their own) which would be used to improve the unit overall, with focus primarily on communication methods and their older boat.

Overall, the Inuvik auxiliary unit is very impressive with their methods of training and doing well in terms of operations. They are very knowledgeable in their area and highly prepared to handle almost SAR scenarios that they may be faced with on the delta.

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Overview

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Gjoa Haven CCGA

[redacted]

While in Gjoa Haven, we met with 6 members the auxiliary unit are all fairly new members as the unit is recently established within the last few years. The unit is comprised of 8 members total and all of the members we met with have their Phase 1 and Phase 2 training completed. The unit does not have a vessel at this time but one is being constructed [redacted] and is expected to be coming this summer on the Sea Lift. The vessel being constructed for the unit is a 26' vessel that will be outfitted with a Yamaha engine and all the required safety equipment according to the regulations. The unit has also been approved for the construction of a new building for the storage of their gear and the boat. The building will be located directly beside the hamlet here in Gjoa. The unit also has a truck that they are able to use for trailering the boat and trailer.

With no boat available and the amount of sea ice still present in Gjoa Haven, we were unable to complete any exercising with the unit. Before meeting with the unit, we were able to speak with the EDO of Gjoa Haven and he explained that the hamlet has been in charge of the units' money up until this point. The EDO informed us that the unit has not submitted any invoices for the gear or boat to him at this point. He informed us that the unit has set up an account [redacted] and was said to have some of their own money. The EDO voiced concern that the resources are being used properly, and that the unit does not communicate effectively as a group.

We were able to sit down with the unit members to discuss their plans for the future when the boat comes and a little bit of what is expected of them as a group. We explained how important it is for the auxiliary unit to work and train together in order to become more familiar with SAR protocols and safety measures that need to be implemented when their new boat arrives. The unit members voiced some concerns/ suggestions for the improvement of their unit that will hopefully help benefit the members. They also voiced some general concerns with the Coast Guard Auxiliary overall. These concerns are as follows:

- Concern of one member not being paid for previous usage of his vessel for training purposes.
    - The member believed he had not received all that he was supposed to in terms of compensation for the rental of his vessel last summer for training purposes.
- Most if not all the unit members have lost their CCGA I.D. cards and were inquiring about receiving new ones
- The unit was curious as to whether or not they will be able to help near-by communities with marine search and rescue, which do not have a unit of their own.

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- Unit members inquired about getting different sizes of equipment for their crew as some did not have proper fitting gear.
- As a unit, there have been many inquiries about how to join the auxiliary but none of the members know how to begin the application process for people who wish to join.

There was a great effort made to highlight the proper use and implementation of the following:

- Government assets (i.e. the boat when it arrives, the building where it will be kept, the funding that they receive from the government as well as the gear that they are given) and not abusing them.
- Having the unit there is important for Coast Guard and as a unit being able to properly respond to SAR tasking's according to CCG Standards.
- Training as a unit in order to maintain cohesiveness and proper standards of practice.
- Communication as a unit to make sure everyone is on the same page with each other as well as Coast Guard Auxiliary headquarters in Ontario.
- Fundraising as a unit in order to raise money that they are able to put towards their unit (not relying solely on what funding is given to them).

The units concerns did not seem to be in the same place as other units (Funding, proper gear, etc) but more towards what the unit was receiving. It will be very important to monitor this unit in the near future, with them receiving their new boat and building for their boat as well as the gear associated with it, to ensure it is put to proper use. The communication is very minimal between members and headquarters which is concerning in regards to an operational perspective overall. This unit will need a lot of improvement in the next few years but it will be able to be done with proper guidance and leadership.

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Overview

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Kugluktuk CCGA

Our visit to Kugluktuk was a little more difficult to navigate than expected. We were able to have a meeting with 3 of the members and spoke with another unit member outside of the meeting. In total, the unit is comprised of 10-12 people and 2 operational boats that belong to 2 of the members. The boats are a 28' enclosed style and a 24' foot open style. The members that we spoke with know for certain that they received Phase 1 training but they are not positive about Phase 2.

Communication with the unit was difficult as we were unable to speak with the unit leader, therefore we were unable to set up on water training and exercising. Instead, we sat down with the unit members that were available to discuss their concerns as a unit and their plan for the future.

- The largest concern with the unit is communication with the south. Jack Kruger was their point of contact and he would come to the community a couple times a year to work with them.
    - Who is now their contact since Jack is no longer with us?
- Not everyone in the unit is fully trained with Phase 1, 2, ROC-M or First Aid
    - Getting instructors here to teach some courses for the unit
    - Need more people certified in order to have sufficient members to drive the boats.
- Hearing of other units receiving boats and new gear but unaware of the boats program.
    - Program was explained. Hoping that further information may be sent off to unit leader.
    - How to apply?
    - More capable boat necessary for longer and farther calls.
- Unit members inquired about having proper gear.
    - Received some gear years ago from Jack Kruger
    - New floater suits?
    - Spot lights (most calls in the fall when it begins to get dark)
    - Night vision?
    - VHF Radios

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- Crew would like to train more as a unit but are unsure how to go about receiving funding for their training.
    - Reimbursement process for training
    - Coverage with insurance for their time spent training?
- Fundraising
    - Not an easy thing to accomplish because so many other groups and societies
    - They are an outside agency (Coast Guard) and do not feel as though they will be able to get much from such a small community

Other concerns:

- There is an ER container on site in Kugluktuk from 80's?
    - Unit in need of oil clean up and mitigation courses/ training.
    - More common for cruise ships to be in and out of Kugluktuk, more common for possible oil spills.
    - Beneficial for ER to visit the community. They are interested in helping.
- The radio relay centre/ tower has been shut down
    - People in community are unable to use VHF
    - Crucial for SAR in the area
    - Centre in Inuvik shut down as well?
    - Where is their main point of communications now? Iqaluit? Hay River?

The units concerns were geared toward bettering their unit with what resources possible. They believe that a unit boat that is more capable of handling the adverse weather conditions here would be much more beneficial. They are in need of some gear that will help them on SAR taskings as well. They want to train and receive training but no longer know who their contact is down south. This unit is very willing to participate in more training and are hoping that there will be more presence of Coast Guard personnel in and out of the community to help them train in the future.

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Exercise Team and Community Engagement Schedule

Brianna.Quenneville@dfo-mpo.gc.ca & 226-402-2992

August - Exercise Team Schedule

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22 Montreal	23 Montreal to Kuujuaq	24 Kuujuaq	25 Kuujuaq
26 Kuujuaq to Salluit	27 Salluit	28 Crew Change Salluit	29 Salluit to Inukjuak	30 Inukjuak	31 Inukjuak	

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Exercise Team and Community Engagement Schedule

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September

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 Inukjuak to Umiujaq
2 Umiujaq	3 Umiujaq to Montreal	4 SHIFT OFF Windsor	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

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Summary of Goals and Capabilities for Each Community

Kuujjuaq

- Δ **Community has** Phase 1 and 2 training
- Δ On water exercise with CCGA unit?
- Δ Meet and great local SAR unit and community leaders

Salluit

- Δ **Community has Phase 1 and phase 2 training**
- Δ **On water training event with CCG exercise team**
- Δ **Exercise Sept 18 with CCGS Samuel Risley**

Inukjuak

- Δ **Community has Phase 1 and phase 2 training**
- Δ **Meet and great local SAR units and community Leaders**
- Δ **Need boat application form filled and MOU signed for CCGA-Q**
- Δ Recent 6 day training, but not on the water due to ice on bay
- Δ Note: Ensure vessel properly inspected (Port side scratch) Vessel is currently operational

Umiujaq

- Δ **Community has phase 1 and phase 2 training – operational CCGA unit**
- Δ **On water exercise and in class review if needed.**
- Δ **Meet and great with local SAR unit and community Leaders**

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Arctic Community Engagement and Exercise Program 2018

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Project description

The Arctic Community Engagement and Exercise Program seeks to provide a framework for training and visits when the CCG Fleet vessels, and other assets are deployed to Arctic waters. The vessels and crews are asked to complete a basic training program with the local community's Search and Rescue group or if applicable the local Canadian Coast Guard Auxiliary unit.

The following points should be considered as part of the engagement program with the communities:

- Engagements may be a Search And Rescue (SAR) exercise, training, or general Hamlet interaction with tours of the vessel. SAR is only one aspect of the engagement program.
- The R.O.C. and Communications are to be informed prior to the engagement with the Hamlets so that summary reports can be made of all interactions.
- Prior to sailing, the vessels will receive a complete package with the procedures for CCG interactions with the Hamlets, SAR training and evaluation forms along with other information required for contact with the community.

Engagement opportunities

The Canadian Coast Guard is proudly very active in the Canadian Arctic, especially over the ice breaking season. We have a number of ways in which we engage with local communities outside of regular ice breaking duties, with these just being quick overviews of the programs. We can further these projects by educating the communities about them.

SARSmart's Operation Life Preserver

SARSmart's Operation Life Preserver, a three-year federally funded project, focuses on developing boating safety messaging and outreach strategies critical to helping residents who boat in Canada's North reduce their risk of drowning and not becoming the subject of a Search and Rescue (SAR) activity.

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Fifty-six people drowned in Canada's territories between 2007 and 2011. While at first glance this number may not seem unusually high, it translates into a death-by-drowning rate of 10.2 per 100,000 residents – a shocking 6.8 times higher than the water-related fatality rate for Canada as a whole. Compounding this situation is the cost and lack of readily available SAR resources.

Far too many of these deaths were from preventable boating accidents with cases that are very familiar to the Canadian Safe Boating Council (CSBC), the national voice for boating safety.

The CSBC has made action on this grim statistic a high priority and, for 2017 – 2020, with varying partnerships Canada-wide, including regional/community stakeholders, the CSBC is working on a lifejacket awareness program for Canada's North with relevant messaging related to Canada's diverse water conditions.

Along with an education campaign, the CSBC recognized a need for concrete action to bring more affordable and northern appropriate lifejackets to communities that spend time in and around northern waters.

In short the program elements are as follows:

- Creation of education program to use for teaching in Northern Canadian Communities. Plans include development of an electronic presentation delivered either as a power point for in class use (for school children) and also as a workshop for adults in the community.
- Delivery of the presentation will be Canada-wide by the end of the third yeard in conjunction with various partners.
- Identification of suitable floatation wear/lifejacket suitable for the far north and development of a distribution and marketing strategy to deliver and encourage acquisition and wear.
- Creation of a Lifejacket Ownership Program as a test in 6 northern Ontario Communities. After assessment of results, a strategy will be explored to develop and execute an outreach program to encourage involvement from associations and government to extend the program into other communities across Canada.

Lifejacket Awareness Campaign:

One of the major milestones of Operation Life Preserver is to increase lifejacket awareness in Northern Communities in Canada through education outreach and presentations given in the schools in each community, as well as bringing a Lifejacket Owner (and exchange) Program to select communities as a trial before moving forward with it as a more permanent initiative.

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Education

Three power point presentations have been developed for delivery into northern schools across the country. The presentation is geared to three age categories; primary (grades 1 to 3), junior (grades 4 to 8) and senior (grades 9 to 12) and focuses on the following topics depending on the presentation given:

- Lifejacket
  - Care and maintenance
  - Importance of wearing one all the time
  - Proper fit
- Cold Water Awareness
  - Risks and effects of accidental cold water immersion
  - Outline of the immediate risks of cold water immersion
  - Cold Shock Response
  - 1-10-1 Principle
  - Importance of wearing a lifejacket to improve their chances of survival in cold water
- Re-Boarding Device
  - How to make a simple re-boarding device out of a simple piece of rope and some simple knots to create 3 loops (or foot holds)
  - Where to attach it to your boat
  - Importance of having one and how having one attached to a boat can make the difference between living and dying
- Float Plan
  - What it is
  - Importance of leaving one
  - Importance of closing it once you return from your trip on the boat

These three presentations are being tailored depending on where it is being delivered (ie. Cree communities vs Inuit communities) so that it resonates more with both those presenting the program and those receiving the education. Each presentation will also be made available in the appropriate language (ie. English, French Inuktitut, etc.).

The feedback so far on the presentations has been amazing and it has been welcomed into both the schools and the communities approached thus far.

The Polar Bike Program

The Polar Bike Project collects donated bikes from the southern part of Canada that are in good shape and gets them shipped to remote northern communities in Nunavut. We have built a very strong relationship with our sponsors to be able help cover the cost of shipping. Once Bikes are delivered we create a biking program in the community where youth and families can ride together, learn basic bike maintenance and most importantly be physically active. Each lucky recipient of a bike receives a gift bag of goodies for their bike

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Training and Exercising

Exercising with an Auxiliary unit

Important:

Please ensure that any on-water or in-classroom training with Canadian Coast Guard Auxiliary units that the unit is given the correct tasking authorization number as listed below, without the tasking number the unit will not be insured during the event and will require the number when submitting the vessel tasking claim.

18TSK	101	ULUKHAKTOK - SAREX	May 1 to Nov. 15
18TSK	102	TUKTOYAKTUK - SAREX	May 1 to Nov. 15
18TSK	103	RANKIN INLET - SAREX	May 1 to Nov. 15
18TSK	104	KUGLUKTUK - SAREX	May 1 to Nov. 15
18TSK	105	INUVIK - SAREX	May 1 to Nov. 15
18TSK	106	PANGNIRTUNG - SAREX	May 1 to Nov. 15
18TSK	107	GJOA HAVEN - SAREX	May 1 to Nov. 15
18TSK	108	CAMBRIDGE BAY – SAREX	May 1 to Nov. 15
18TSK	109	CHURCHILL - SAREX	May 1 to Nov. 15
18TSK	118	YELLOWKNIFE SAREX	Open Date
18TSK	119	HAY RIVER SAREX	Open Date

For all Training and Exercise events with Canadian Coast Guard Auxiliary units in Northern Quebec please contact the Manager of Training CCGA Quebec for a tasking authorization number prior to the training or exercise.

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Purpose

- The evaluators role on a ride check or SAREX is to evaluate the crews practical SAR knowledge in a scenario based/practical setting
- The ride check or SAREX is a recertification by which our members are required to participate in once every five years
- The evaluators training and experience is essential in a successful evaluation

Evaluating the Crew: Goals

- SAREX or Ride Checks are crew based evaluations. It is not to point out strengths or weaknesses of individual members but how the crew operates as a team
- The evaluator sets the goals or scenario with the unit leader, coxswain, DTC as required
- The evaluator has the flexibility to evaluate the SAR crew as required
- Not all aspects in each category are required or necessary and may not be applicable to the ride check or SAREX
- All aspects of the ride check or SAREX evaluation are to be in accordance with our training manuals Phase 1 & Phase 2 (SVOP/MEDA3/ SAR Operations) and with our current training standards. Instructors/Evaluators can and should reference these standards prior to a Ride Check or SAREX and in the event there is a need for retraining in one or more topics

Dockside

Pre Departure - Pre departure briefing, DI, Equipment Inspection - ensure the crews are performing the listed items in accordance with our training materials and unit guidelines for inspection of equipment and vessels

Personal Safety -Ensure proper use of PPE, Correct PPE for weather, Correct Sizing of PPE

Log Keeping - Ensure accurate and complete deck logs, radio logs, operational logs are in use by the crew and coxswain

Radio Operations - Ensure correct use of the VHF radio, correct use of phonetic alphabet, and also ensure the radio is operational on the vessel

Deck Work – Lines - Correct use of lines when securing vessel, correct use of lines when required (towing exercise, etc), and safety around lines

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Search Patterns

In this category the evaluator may choose to do one of the following search patterns as part of the ride check or SAREX - Track Crawl, Expanding Square, Creeping Line, Parallel, Sector Search
It is not mandatory to do all of the Search Patterns as listed above
It is acceptable to run the search pattern as chosen by the evaluator and every crew member should have a chance to perform the various tasks associated with a search (Helm, Navigation, Spotter, Chart Work)

Spotter Skills – The evaluator should ensure that crew assigned the task of spotter are performing the task as outlined in our training material and ensure that the coxswain rotates crew through this task

Air Assist – If the SAREX has an air support scenario or training exercise, the evaluator should ensure that the crews are working with the air support as indicated in our training material

Rescue

Waiver - Ensure completion and accuracy of a waiver, if a verbal waiver is used ensure that the proper form of communication is used for recording purposes

Long Tow - Setup of the tow, communications (crew and disabled vessel, MCTS), proper line work and deck work, helm and coxswain decision making qualities, overall crew competency and performance

Hip Tow - Proper conversion from long to hip if applicable, lines, fenders, communications, and safety at all times from all crew and the coxswain

Grounding - Crew work together to remedy the situation as applicable with our training materials

Capsized - If applicable to a SARex or ride check, the evaluator should reference the manual and training materials in use within our region to determine the required outcomes and goals of the crews for this scenario

De Watering Pump - Setup of the pump, proper us of the pump, monitoring the water output and intake as well as the disabled vessel water levels, continual monitoring of fuel in pump, continual monitoring of the heat generated from the pump (exhaust becomes fire/heat source as well as CO hazard)

First Aid - Appropriate first aid given for the scenario, first aid given at the level that the first aider possess (evaluator should confirm verbally the level of 1st aid training that the crew possess)

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PIW - SAPP, Extrication from water, MOB Drill. If applicable a mannequin can should/could be used for ride check or SAREx. Evaluator should ensure that crews are communicating and working cooperatively and have safety in mind at all times

Coxswain/Helmsman

Boat Handling - Coxswain or helmsman operates the vessel in a safe manner at all times with safe speeds. Coxswain or helmsman operates the vessel under the collision regulations and observes the rules of the road at all times. Coxswain or helmsman operates the vessel with correct lights displayed when required

Effectiveness - Coxswain or helmsman are effective in their assigned roles and communicate their intentions effectively to the crew

Orders - Communication from coxswain and helmsman to the crew is simple, effective, clear and concise, and receives the required feedback from the crew

Crew Co-op - Crew co-operates well with each other and the assigned tasks are completed safely and with utmost professionalism

Piloting

GPS - Proper use of the GPS, and the ability to read and follow the GPS co-ordinates as applicable to the ride check or SARex scenario

Search Area - Crew plots the search area as applicable to the scenario for the ride check or SARex and is correct

Course - Ensure the crew is plotting a course as applicable to the scenario for the ride check or SARex follows the course with corrections as required

Dead Reckoning - If applicable to the scenario, the crew works effectively to complete the tasks as assigned in a dead reckoning exercise

Chart Plotter - If the crew is using an electronic chart plotter, ensure that the coordinates are entered correctly and a crew member is assigned the task of using and monitoring the chart plotter

RADAR - If vessel is equipped with a radar, ensure that the radar is turned on and working and crew is continually monitoring the radar for traffic

RTB

Tie Up - Ensure that the tie up at the dock is safe, effective for the vessel in use and the lines are handled with accuracy and safely

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Report to MCTS - Proper and timely communication with MCTS is essential when reporting information from a ride check or SARex scenario along with returning to base. The evaluator should ensure that they are following appropriate protocols for communicating with MCTS

Refuel - If applicable to the day's events or scenario for the ride check or SARex, ensure that the crews are following all safety protocols for re-fueling (as outlined in training material and safe boating guide)

De Briefing - Coxswains and crew should be de-briefing the scenario and days events of the ride check or SARex with both positive and negative feedback. Evaluators should also provide feedback at this time and use the debrief as an opportunity to discuss training needs that may have arose from the ride check or SARex

Tips for success as an evaluator

The ride check or SARex is practice and training for success, not a demonstration of failure
Feedback should lead participants to improved practices, training, attitudes and general effectiveness
Although the group expects you to offer an evaluation, if you are doing almost all the talking, something is wrong
Demonstrate an inviting manner; be careful not to continually correct others, ignore others' comments, or that you aren't overly critical. Positive feedback is a must
Safety of the crew and yourself should be paramount at all times. Ensure that the scenario you have chosen does not place anyone at risk of injury
Be mindful of complacency on the crews in certain duties; IE Spotters becoming complacent in their tasks
Bring closure during the de-briefing; ensure that you have a quick summary of what has been performed, a reinforcement of accomplishments, possible areas for crew improvement, and leave the exercise on a positive note
Evaluators should review the form and categories prior to the ride check or SARex

Recording and Reporting

- Upon arrival a formal pre departure briefing should be given to the whole crew prior to starting the evaluation so that they are aware of what is expected of them
- There are 3 categories for scoring; Satisfactory, unacceptable and exempt.
- Comments/reasons for area's that are unacceptable should be made on the back side of the form
- Once the evaluation has been completed the evaluator will provide the crew with a verbal debriefing of ride check or SARex and any areas that required practice or training
- As a reminder – the ride check or SARex is a crew based evaluation

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Search and rescue exercise

Community training and visits program with Canadian Coast Guard Fleet vessels when deployed to Arctic waters, the vessels and crews are asked to complete a basic training program with the local communities search and rescue group, or if applicable the Canadian Coast Guard Auxiliary unit within the community or Hamlet.

The following points should be considered as part of engagement program with the communities or hamlet:

1. Engagements may be a Search and Rescue based, training in class or on water events or general interaction with tours of the ship or community visits by the Officers and Crew of the vessel.
2. The Regional Operations Centre as well as Department of Fisheries and Oceans Communications are to be informed prior to the engagement with the Community or Hamlets so that the event can be reports can be sent to the respective Canadian Coast Guard Auxiliary Office.
3. All Canadian Coast Guard Axillary events must have a tasking number attached to the activity, this number has been assigned as a blanked tasking authority. The Auxiliary unit requires this of payment and also insurance for the members that are taking part in the training event.
4. This package contains the required information and contacts that your vessel with require for interactions with the Communities or Hamlets, Search and Rescue training and evaluation forms along with other information required for contact with the community have been provided within this booklet.

Objectives

1. Test the response capabilities of the Canadian Coast Guard Auxiliary units in the north when tasked by the Joint Rescue Coordination Centre Trenton or Halifax.
2. Provide a training and exercise event for the Arctic District Units Central and Arctic region and Zone 6 Canadian Coast Guard Auxiliary Quebec. The purpose is to evaluate the units against the training standard (Phase Training level I and II) with the attached documents which must be sent upon completion to the Search and Rescue Training and exercise office Sarnia – Email **mark.gagnon@dfo-mpo.gc.ca**
3. Collect and provide objective data on the response and support functions for the exercise to each participating organization. The information will be used to improve the contingency response plans of agencies that take part in the exercise.
4. Provide and objective report on communications during the exercise, this includes situational reports from the units during exercise and dissemination of the information by tasking party.

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Safety of Vessel and Crew

- During the exercise all vessels will work on VHF channel 19. The frequency will remain in effect for the duration of the training exercise, and can only be changed by the on scene commander (OSC).
- In the event of actual emergency vessels will be instructed as to the nature of the emergency by the OSC and instructed as to what actions are to be taken. The spoken word **NO DUFF** will be broadcast on channel 19, in the event this occurs all vessels are to stop the exercise and await instructions from the OSC.
- A radio guard will be held by the OSC on channel 16 and 82 for the duration of the training exercise.
- As this is a training exercise, all vessel operators will not take undue risk or put their crews into positions that my place them in harm's way. All hazardous occurrences during the exercise will be identified to the OSC or the exercises command team they should also be noted in the vessel log and mentioned during the debrief session.

Exercising:

Provided are several options for exercising the CCGA units: they can be used alone, or in combination depending on the weather, sea state, and time constraints. It is strongly suggested that you use at least one sit from each of the search and rescue categories.

Location "X" shall be the latitude and longitude where the search object is placed by the supervising vessel.

Vessel being exercised will be referred to as local unit (LU)

Ideally, the "Search" phase will be followed by a rescue phase, but if the conditions don't allow, the phases can be done separately.

Scenario: this scenario can be used or something relevant to the community if required

On the morning of (add current date and time) *two local hunters set out in a 24ft green freighter canoe for the follow edge for a day's hunting. They were due back at (Insert Time) on the same but a family member has now reported them overdue as have not returned to the Hamlet. The RCMP has talked to the family and they stated it is not unusual for them to stay out longer if the hunting is good.*

The hunters do not have radio with them and it is unclear if they have taken the SPOT beacon that is available at the HTO office.

They are known to fish at X location. They were seen wearing PFDs at time of departure.

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SEARCH ALPHA	Sector Search
Set up:	Search object (SO) will be placed at location X
For Local Unit:	LU will be given a datum point .25nm away from location X, so that the search pattern will overlap location X.

SEARCH BRAVO	Creeping Line
Set up:	SO will be placed at location X
For Local Unit:	Commence Search Point at least 1nm from where the search objects are located, to allow for several legs of search pattern.

SEARCH CHARLIE	Shoreline Search
Set up:	SO will be placed at location X
For LU:	Search object will be placed somewhere that will allow for appropriate amount of time searching to demonstrate skills

RESCUE ALPHA	Person In Water (PIW)
Set up:	Mannequin, or other object in the water
LU:	Recover object on to vessel, simulate hypothermia proper treatment

RESCUE BRAVO	Long Tow/Hip Tow/ Docking
Set up:	Position work vessel/barge/fast rescue craft at location X
LU:	Set up long tow, changeover to hip tow, return work vessel to mothership

RESCUE CHARLIE	Shore to Ship patient transfer
Set up:	LU would use search object from one of the searches
LU:	Transfer SO from shore, to LU, to Ship/ LU to ship

Note: Not all communities or hamlets will have taken the Canadian Coast Guard Auxiliary phase training program prior to this event, as part of the contact phase prior to the event please make sure that the community has taken the training program and that all who persons taking part are members of the Auxiliary prior to any on water Search and Rescue activity

It should also be noted that the community must be an operational Coast Guard Auxiliary unit prior to take part in any on water training or exercise event with the Canadian Coast Guard, if the community or hamlet are not they will not be covered by the Auxiliary insurance program and will not be reimbursed for the vessel time.

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Arctic Search and Rescue Training Exercise Program

Exercise and Training Exercise #2

Community training and visits program with Canadian Coast Guard Fleet vessels when deployed to Arctic waters, the vessels and crews are asked to complete a basic training program with the local communities search and rescue group or if applicable the Canadian Coast Guard Auxiliary unit within the community or Hamlet.

The following points should be considered as part of engagement program with the communities or hamlet:

5. Engagements may be a Search and Rescue based, training in class or on water events or general interaction with tours of the ship or community visits by the Officers and Crew of the vessel.
6. The Regional Operations Centre as well as Department of Fisheries and Oceans Communications are to be informed prior to the engagement with the Community or Hamlets so that the event can be reports can be sent to the respective Canadian Coast Guard Auxiliary Office.
7. All Canadian Coast Guard Axillary events must have a tasking number attached to the activity, this number has been assigned as a blanked tasking authority. The Auxiliary unit requires this of payment and also insurance for the members that are taking part in the training event.
8. This package contains the required information and contacts that your vessel with require for interactions with the Communities or Hamlets, Search and Rescue training and evaluation forms along with other information required for contact with the community have been provided within this booklet.

Objectives

5. Test the response capabilities of the Canadian Coast Guard Auxiliary units in the north when tasked by the Joint Rescue Coordination Centre Trenton or Halifax.
6. Provide a training and exercise event for the Arctic District Units Central and Arctic region and Zone 6 Canadian Coast Guard Auxiliary Quebec. The purpose is to evaluate the units against the training standard (Phase Training level I and II) with the attached documents which must be sent upon completion to the Search and Rescue Training and exercise office Sarnia – Email mark.gagnon@dfo-mpo.gc.ca
7. Collect and provide objective data on the response and support functions for the exercise to each participating organization. The information will be used to improve the contingency response plans of agencies that take part in the exercise.
8. Provide and objective report on communications during the exercise, this includes situational reports from the units during exercise and dissemination of the information by tasking party.

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Search and Rescue Scenario 1

Safety of Vessel and Crew

-
- During the exercise all vessels will work on VHF channel 19. The frequency will remain in effect for the duration of the training exercise, and can only be changed by the on scene commander (OSC).
- In the event of actual emergency vessels will be instructed as to the nature of the emergency by the OSC and instructed as to what actions are to be taken. The spoken word **NO DUFF** will be broadcast on channel 19, in the event this occurs all vessels are to stop the exercise and await instructions from the OSC.
- A radio guard will be held by the OSC on channel 16 and 82 for the duration of the training exercise.
- As this is a training exercise, all vessel operators will not take undue risk or put their crews into positions that my place them in harm's way. All hazardous occurrences during the exercise will be identified to the OSC or the exercises command team they should also be noted in the vessel log and mentioned during the debrief session.

Exercising:

Provided are several options for exercising the CCGA units: they can be used alone, or in combination depending on the weather, sea state, and time constraints. It is strongly suggested that you use at least one sit from each of the search and rescue categories.

Location "X" shall be the latitude and longitude where the search object is placed by the supervising vessel.

Vessel being exercised will be referred to as local unit (LU)

Ideally, the "Search" phase will be followed by a rescue phase, but if the conditions don't allow, the phases can be done separately.

Scenario: this scenario can be used or something relevant to the community if required

Your unit has received a call from JRCC Trenton/Halifax regarding four local hunters that have been reported overdue buy one of the hunter's family members. The family member has stated that all were to return to the community late yesterday afternoon, at this time all four still have not returned to the community

The family reports that the plan was to take a small vessel to the flow edge and hunt seals for two day's all four have done this many times in the past without incident. The local weather yesterday was windy and overcast but the ice conditions have been good in the area and other hunters have stated that the flow edge has not move a great distance in the past week.

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The community ground search and rescue team has been tasked to the location that was provide by the family and reported to the local RCMP that they have found two ski-doo with the qamutiik attached but no sign of the boats or equipment.

The hunts are equipped with a Spot Beacon but it has not been activated.

The JRCC would like your unit to commence a search of the area that the ground search and rescue group has found the equipment and report back on your findings, they have also requested a one hour communications schedule for this search.

For the purpose of this event one of the ships small vessels can be used as the target vessel, the hunters can also be part of the ship's crew and be given minor injuries to test the first aid skills of the responding search teams.

SEARCH ALPHA	Sector Search
Set up:	Search object (SO) will be placed at location X
For Local Unit:	LU will be given a commence search point CSP a distance away from the location of the search object (at the discretion of the search planner on the vessel)

SEARCH BRAVO	Creeping Line
Set up:	A second SO will be placed at location Y
For Local Unit:	They second Commence Search Point at least 4 nm from where the first search object has been placed, the search pattern will be provided by the search commander on the vessel

SEARCH CHARLIE	Shoreline Search
Set up:	SO will be placed at location X
For LU:	Search object will be placed somewhere that will allow for appropriate amount of time searching to demonstrate skills

RESCUE ALPHA	Person In Water (PIW)
Set up:	Mannequin, or other object in the water
LU:	Recover object on to vessel, simulate hypothermia proper treatment

RESCUE BRAVO	Long Tow/Hip Tow/ Docking
Set up:	Position work vessel/barge/fast rescue craft at location X
LU:	Set up long tow, changeover to hip tow, return work vessel to mothership

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RESCUE CHARLIE	Shore to Ship patient transfer
Set up:	LU would use search object from one of the searches
LU:	Transfer SO from shore, to LU, to Ship/ LU to ship transfer.

Note:

Not all communities or hamlets will have taken the Canadian Coast Guard Auxiliary phase training program prior to this event, as part of the contact phase prior to the event please make sure that the community has taken the training program and that all who persons taking part are members of the Auxiliary prior to any on water Search and Rescue activity

It should also be noted that the community must be an operational Coast Guard Auxiliary unit prior to take part in any on water training or exercise event with the Canadian Coast Guard, if the community or hamlet are not they will not be covered by the Auxiliary insurance program and will not be reimbursed for the vessel time.

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Medical scenario

Casualty Instructions

You are 55 years old and where out chipping ice on the afterdeck you haven't been feeling well all morning and did not sleep well last night due to the constant noise of the vessel breaking through the ice pack.

Suddenly you feel a sharp stabbing pain in your chest. You manage under great duress to make your way to the companionway where you slump to the floor, during your fall you hit your arm on the step breaking your lower arm.

History, you suffered a minor heart attack 4 years earlier and have carried and used nitro ever since.

You are alert enough to take your medication with assistance! But after few minutes of rapid breathing you will let out a gasp and go unconscious pulse and respiration are absent.

If they are doing a set of vitals let them finish before you die!

CPR should be started, the defibrillator should be brought into play, hooked up and a set of shock delivered. Once the defibrillator program has completed you will be revived and the rescuer should complete the exercise.

S – Chest pain
A – No
M – Nitro
P – Minor heart attack 4 years earlier
L – Coffee
E – Pain in chest and slumped to the floor

Vital Signs

1st set	2nd set
Pulse – 108 weak	Pulse – 98
Resp – 32	Resp – 24 improving
Eyes – P.E.R.L	Eyes – P.E.R.L
Skin – pale, cool and clammy	Skin – pink cool
B/P – 160/100	B/P – 130/90
AVPU – verbal	AVPU – verbal

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Rescuer Instructions

After completing an escort of the motor vessel Canadian Transport through White Fish Bay your vessel is sitting at the ice edge.

You are taking it easy in your cabin when summoned to respond to a 55 year old deckhand who has collapsed on the afterdeck while chipping ice.

Upon your arrival the casualty has stumbled in off the deck and is has been found in the main passage way.

Trauma scenario

Casualty Instructions

You were standing on deck as your sailing vessel was coming alongside the Coast Guard Vessel ----------, the forward line seemed to be under and unusual amount of tension, you heard a sort of whistling sound and felt something hit the back of your head, you feel a pain and you then fall to the deck.

Primary Assessment you will have a two inch cut to the back of the head with sever bleeding, as you fell to the deck you also broke you right arm just below the elbow.

Sx – secondary reveals pain on back of head & c-spine if palpated
A - Shell fish
M – Aspirin per day
P – High blood pressure but ok now
L - Coffee & donut @ break
E – Heard noise felt something hit head (if witness asked – mooring wire parted and hit casualty)

1st	2nd
Time	Time
A – Verbal disoriented	A – verbal ↑ ↓ pain
P – 92 pounding	P – 90 ↑ ↓ 80
R – 25	R – 25 ↑ ↓ 18
E – 1 responsive – 1 fixed dilated	E – same ↑ ↓ sluggish
S – Pale - Cool – Clammy	S – same
B/P - 140/90	B/P – 150/95 ↑ ↓ 130/80

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Rescuers Instructions

JRCC has alerted you to a situation on board the sailing vessel "Wind Walker" where a crew member is lying on the deck after an injury sustained during mooring.

The sailing vessel is alongside the Coast Guard Ship _____ .

Air temp 10 C

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Arctic Community Contacts by Territory/ Region

Nunavut

Arctic Bay

Community Contacts			
	Name	**Telephone**	**Email**
SAO	Deborah Johnson	867-439-9917	sao_ab@qiniq.com
Ikajutit Hunters & Trappers		867-439-8483	

Arviat

Community Contacts			
	Name	**Telephone**	**Email**
SAO	Steve England	867-857-2841	arviatsao@qiniq.com
Arviat Hunters & Trappers		867-857-2636	

Baker Lake

Community Contacts			
	Name	**Telephone**	**Email**
SAO	Robert Seeteenak	867-793-2874	blsao@xplornet.ca
Baker Lake Hunters & Trappers		867-793-2520	

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Cambridge Bay

Community Contacts			
	Name	Telephone	Email
Mayor	Jeannie Haloake	867-446-4227	jehaloak@qiniq.com
SAO	Jim MacEachern	867-983-4654	jmaceachern@cambridgebay.ca
Ekaluktutiak Hunters & Trappers		867-983-2426	
CCG Auxiliary Information			
Unit Leader			
Administrator			
Training Officer			

Cape Dorset

Community Contacts			
	Name	Telephone	Email
SAO	John Hussey	867-897-8943	muncdsao@capedorset.ca
Aiviq Hunters & Trappers		867-8978214	

Chesterfield Inlet

Community Contacts			
	Name	Telephone	Email
SAO	Shawn Stuckey	867-898-9951	sao_hamlet@qiniq.com
Aqigiq Hunters & Trappers		867-898-9063	

Clyde River

Community Contacts			
	Name	Telephone	Email
SAO	Lizzie Palituq	867-924-6220	cao@clyderiver.ca
Clyde River Hunters & Trappers		867-924-6202	

Coral Harbour

Community Contacts

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	Name	Telephone	Email
SAO	Leonie Pameolik	867-925-8867	munch@qiniq.com
Aiviit Hunters & Trappers		867-925-8622	

Gjoa Haven

Community Contacts			
	Name	Telephone	Email
SAO	Dave Stockley	867-360-7141	saogjoa@qiniq.com
Gjoa Haven Hunters & Trappers		867-360-6028	
CCG Auxiliary Information			
Unit Leader			
Administrator			
Training Officer			

Grise Fjord

Community Contacts			
	Name	Telephone	Email
SAO	Marjorie Dobson	867-980-9959	gfsao@qiniq.com
Iviq Hunters & Trappers		867-980-9063	

Hall Beach

Community Contacts			
	Name	Telephone	Email
SAO	Daryl Dibblee	867-928-8829	sao_hbhamlet@qiniq.com
Hall Beach Hunters & Trappers		867-928-8994	

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Igloolik

Community Contacts			
	Name	Telephone	Email
SAO	Gord Dinney	867-934-8940	igloolik@magma.ca
Igloolik Hunters & Trappers		867-934-8807	

Iqaluit

Community Contacts			
	Name	Telephone	Email
SAO	Muhamud Hassan	867-975-8504	m.hassani@city.iqaluit.nu.ca
Amarok Hunters & Trappers		867-979-6848	

Kimmirut

Community Contacts			
	Name	Telephone	Email
SAO	Karlie Lyta	867-939-2247	saokim@qiniq.com
Mayukalik Hunters & Trappers		867-939-2355	

Kugluktuk

Community Contacts			
	Name	Telephone	Email
SAO	Don Leblanc	867-982-6500	sao@kugluktuk.ca
CCG Auxiliary Information			
Unit Leader			
Administrator	N/A		
Training Officer			

Kuugaruk

Community Contacts			
	Name	Telephone	Email
SAO	Don LeBlanc	867-982-6500	saokug@qiniq.com
Kurtairujuark Hunters & Trappers		867-769-7002	

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Naujaat

Community Contacts			
	Name	Telephone	Email
SAO	Rob Hedley	867-462-9952	sao@repulsebay.com
Naujaat Hunters & Trappers		867-462-4334	

Pangnirtung

Community Contacts			
	Name	Telephone	Email
SAO	Ronald Ladd	867-473-8953	pang_sao@qiniq.com
Pangnirtung Hunters & Trappers		867-473-8751	
CCG Auxiliary Information			
Unit Leader			
Administrator			
Training Officer			

Pond Inlet

Community Contacts			
	Name	Telephone	Email
SAO	Nicole Monchamp	867-899-8934	sao@pondinlet.com
Pond Inlet Hunters & Trappers		867-899-8856	

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Qikitarjjuaq

Community Contacts			
	Name	Telephone	Email
SAO	Geela Kooneeliusie	867-927-8832	munqik@qiniq.com
Nattivak Hunters & Trappers		867-927-8836	

Rankin Inlet

Community Contacts			
	Name	Telephone	Email
SAO	Justin Merritt	867-645-2895	sao@rankininlet.ca
Rankin Inlet Hunters & Trappers		867-645-2350	
CCG Auxiliary Information			
Unit Leader			
Administrator	N/A		
Training Officer			

Resolute Bay

Community Contacts			
	Name	Telephone	Email
SAO	Mike Stevens	867-252-3616	hamletsao@xplornet.com
Resolute Bay Hunters & Trappers		867-252-3170	

Sanikiluaq

Community Contacts			
	Name	Telephone	Email
SAO	Michael Rowan	867-266-7900	sanisao@qiniq.com
Sanikiluaq Hunters & Trappers		867-266-8709	

Taloyoak

Community Contacts

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	Name	Telephone	Email
SAO	Murtaza Gurmani	867-561-2300	sao@taloyoak.ca
Taloyoak Hunters & Trappers		867-561-5066	

Whale Cove

Community Contacts			
	Name	Telephone	Email
SAO	Dorothy Gibbons	867-896-9961	sao@whalecove.ca
Issatik Hunters & Trappers		867-896-9944	

Manitoba

Churchill

Community Contacts			
	Name	Telephone	Email
SAO			
Hunters & Trappers Organization			
CCG Auxiliary Information			
Unit Leader			
Administrator			
Training Officer			

North West Territories

Aklavik

Community Contacts			
	Name	Telephone	Email
SAO			
Hunters & Trappers Organization			

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Hay River

Community Contacts			
	Name	Telephone	Email
SAO	Judy Goucher	867-874-6522	sao@hayriver.com;
Fire Chief			
CCG Auxiliary Information			
Unit Leader			
Administrator			
Training Officer			

Inuvik

Community Contacts			
	Name	Telephone	Email
SAO	Grant Hood	867-777-8600	sao@inuvik.ca
CCG Auxiliary Information			
Unit Leader			
Administrator			
Training Officer			

Paulatuk

Community Contacts			
	Name	Telephone	Email
SAO			

Sachs Harbour

Community Contacts			
	Name	Telephone	Email
SAO			

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Tuktoyaktuk

Community Contacts			
	Name	Telephone	Email
SAO	Darrel Nasogaluak	867-977-2286	sao@tuktoyaktuk.ca
CCG Auxiliary Information			
Unit Leader			
Administrator			
Training Officer			

Ulukhaktok

Community Contacts			
	Name	Telephone	Email
SAO	Laverna Klengenberg	867-396-8000	sao_ulu@northwestel.net
CCG Auxiliary Information			
Unit Leader			
Administrator			
Training Officer			

Yellowknife

Community Contacts			
	Name	Telephone	Email
SAO	Sheila Bassi-Kellett	867-920-5600	sbassi-kellett@yellowknife.ca
CCG Auxiliary Information			
Unit Leader			
Administrator			

Nunavik

There are 14 seasonal SAR Stations in Nunavik, one per locality. Nunavik use two models of boat, both being of a FRC type with dual outboard engines.

- 27 Foot Extreme Pilot master by Northwind Marine
- 30 Foot Zodiac Hurricane 920 OB

Note: High visibility numeric markings are affixed to all vessels.

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Name and location of SAR Crafts

RESCUE 501 (Z) Kuujjuarapik

RESCUE 502 (N) Umiujaq

RESCUE 503 (N) Inukjuak

RESCUE 504 (N) Puvirnituq

RESCUE 505 (Z) Akulivik

RESCUE 506 (Z) Ivujivik

RESCUE 507 (N) Salluit

RESCUE 508 (Z) Kangiqsujuaq

RESCUE 509 (Z) Quaqtaq

RESCUE 510 (Z) Kangirsuk

RESCUE 511 (N) Aupaluk

RESCUE 512 (N) Tasiujaq

RESCUE 513 (N) Kuujjuaq

RESCUE 514 (Z) Kangiqsualujjuaq

Z= Zodiac model N= Northwind Marine model

Nunavik Important Phones Numbers

KRG Civil Security Office (Kuujjuaq)		T: 1-819-964-2961 F: 1-819-964-0659
KRPF (Police) Head Quarter (Kuujjuaq)		1-819-964-9111
Municipalities	**Fire Department**	**Police**
Kuujjuaraapik	929-9000	929-9111
Umiujaq	331-9000	331-9111
Inukjuak	254-9000	254-9111
Puvirnituq	988-9000	988-9111
Akulivik	496-9000	496-9111
Ivujivik	922-9000	922-9111
Salluit	255-9000	255-9111
Kangiqsujuaq	338-9000	338-9111
Quaqtaq	492-9000	492-9111
Kangirsuk	935-9000	935-9111
Aupaluk	491-9000	491-9111
Tasiujaq	633-9000	633-9111
Kuujjuaq	964-9000	964-9111
Kangiqsualujjuaq	337-9000	337-9111

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Any comments or questions on the Nunavik Marine Search and Rescue Stations may be addressed to:

Craig Lingard
Civil Security Coordinator
Kativik Regional Government
P.O. Box 9, Kuujjuaq QC J0M 1C0
Tel: 819-964-2961 #2312
Fax: 819-964-0659
CLingard@krg.ca

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Gagnon, Mark

From: Landry, Jean-Sebastien
Sent: April-13-18 2:31 PM
To: Garapick, Peter; Gagnon, Mark; Blais, Laura; Thompson, Steve A
Subject: Arctic Engagement in June

Good afternoon all,

Below is the list I have for now of the communities I foreseen to engage as a priority for RAMSARD.

- Anything that concerns the Northwest Passage
- Gjoa Haven
- Tuktoyaktuk
- Churchill and Arviat
- Spence Bay
- Chesterfield Inlet
- Hall Beach (Sanirajak)
- Coral Harbour
- Rankin Inlet

On top of that, Mark and I discussed and we know that Clyde, Pond, Arctic Bay and Hall Beach will be trained this summer. For Nunavik, we're looking at Inukjuak, Akulivik and perhaps Umiujaq and Kuujjuarapik.

RAMSARD engagements officially kick-off on June 1st and as some of you have seen, I've putted in the team calendar a tentative date for the week of June 11th for perhaps a charter. Is there any engagement requirement you would perhaps have during that week?

For my side, I need an initial consultation with Arctic SAR partners of high priority areas in the Arctic to foster understanding and gather insight from them to gauge their perception of risk by the end of August. That includes both in the community and external like CCGA, CCG Fleet, DND, JRCC, etc.

While the how and the details is TBD with Peter and Mark on top that it`s sitting on a few factors such as available funding and the exercising team, this is the RAMSARD overall picture for the first few months.

From them, in September and for the next four RAMSARD phases, Peter and Mark should expect seeing the targeted audience becoming smaller and smaller, and RAMSARD conversations with partners becoming more and more precise (ex: what is the current acceptable SAR level of service, if from our partners POV our resources looks under capacity or over capacity and what is the current risk estimation for their area).

This process requires a few rounds of consultation as required with CCGA, CCG Fleet, DND, JRCC, etc. However, I won`t sit down with people to gather information that we already

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know. Also, consultation can be completed by phone or email so we can keep that in mind, but the context for these conversations might require a personal attendance.

I would love to start the preliminary talk about what are our engagement needs for June and to pinpoint a date, whether the week of June 11th or June 18th.

Best,
JS

Jean-Sébastien Landry

Analyste RAMSARD pour l'Arctique | Arctic RAMSARD Analyst
Garde côtière canadienne | Canadian Coast Guard
226-932-0915 | jean-sebastien.landry@dfo-mpo.gc.ca

Région du Centre et de l'Arctique | Central and Arctic Region
Pêches et Océans Canada | Fisheries and Oceans Canada
200 rue Kent, Ottawa, ON, K1R 5E3
Gouvernement du Canada | Government of Canada



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Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

Arctic Community Engagement and Exercise Program

Safety First, Service Always

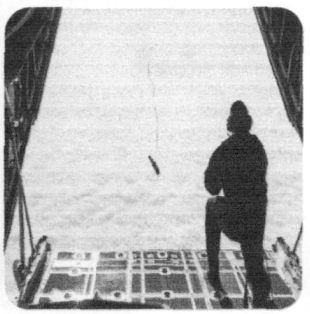












Canada

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Arctic Community Engagement and Exercise Program

CCG/GCC

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EKME #

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Introduction

This document starts with a brief overview of the program. The next section then focuses on engagement and explains the difference between the opportunity to train and evaluate and the opportunity to learn. Afterward, this document presents how to exercise local mariners on coordinating response to Search and Rescue. Finally, this document presents important contact information. The tools for coordinating engagement and SAR exercises are in annexes.

1. Overview of the program

The Arctic Community Engagement and Exercise Program is intended to provide a framework for training and visit for the fleet of the Canadian Coast Guard, and other CCG assets deployed to Arctic waters.

The vessels and crews are asked to complete a basic training program and to engage with the local community's Search and Rescue group or, when applicable, the local Canadian Coast Guard Auxiliary [CCGA], unit.

This basic training program has the purpose of enhancing Search and Rescue capacity in the Arctic and has the goal to engage and trained Arctic coastal aboriginal communities towards a formalized marine SAR response capacity.

This program also provides the framework for the CCG Fleet to engage informally with aboriginal coastal communities to gather information and identify maritime risks, this permitting to strengthen the ongoing Arctic Risk-based Analysis of Maritime Search and Rescue Delivery [RAMSARD].

The Canadian Coast Guard is proudly very active in the Canadian Arctic, especially over the ice-breaking season. We have several ways in which we engage with local communities outside of regular ice breaking duties.

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Engagement Overview

This section is to present the different ways the CCG engage with coastal communities outside of regular ice breaking duties.

1. Engagement breakdown

Engagement in communities suggested by this program can be separated in two main elements:

1. Engagements may be an opportunity to train **(Search and/or Rescue Scenario based training)**, in class or on water. *For this type of engagement, please refer to the exercising overview section.* Search scenarios are found in Annex C and D. Rescue scenarios are found in Annex E and F.

2. Engagement may be an opportunity to learn **(focus in listening knowledgeable local mariners and to identify marine risks)** that will be used in the ongoing Arctic Risk-based Analysis of Maritime Search and Rescue Delivery. *For this type of engagement, please refer to the section below.*

The following points should be considered as part of a RAMSARD engagement with the communities or hamlet:

a) Informal engagement objectives:

- Listen to issues that may lead to increased demand for SAR response if unresolved (e.g. rigid fishery opening dates, irrespective of prevailing weather and sea conditions, may incentivize risky behaviour). In these cases, note the details for later consideration as to whether any SAR response risk mitigation or recommendation for another party's action is required. It is highly recommended to record these talks and to report them to the Arctic RAMSARD Analyst.

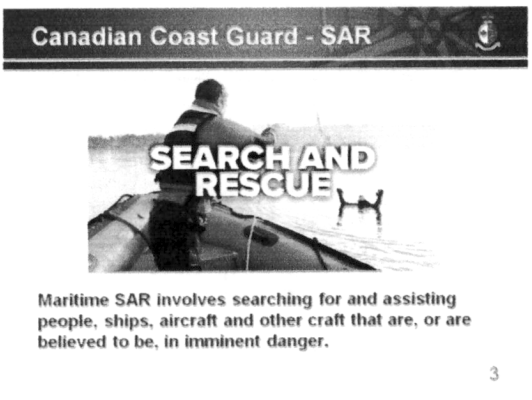
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b) Formal engagement objectives

- Gauge level of interest and issues seek insights, perspective and information otherwise not available;
- Collaborate as to accuracy of weather conditions to ensure key aspects are identified;
- Collaborate as to accuracy of data, gain consensus regarding estimates (e.g. pleasure craft volume), and identify probable future trends;
- Share SAR incident data and focus on information that is most relevant to these groups (e.g. incident trends if identified, how lives are lost, etc.).

RAMSARD formal engagement session shall be planned with the Arctic RAMSARD Analyst to obtain the necessary data and information to confirm. However, to reach the objectives under formal engagement, the engagement team has the flexibility to decide whether a formal meeting is necessary or not.



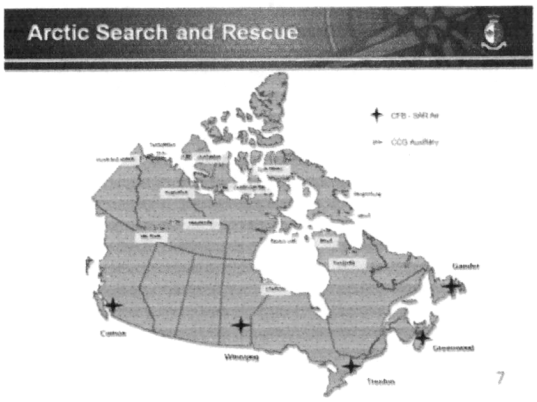


Figure 1: Example of a formal meeting presentation of Arctic Search and Rescue

Any issues or areas of heightened concern on the part of a SAR partner should be highlighted for additional investigation and analysis. As much as possible, a conversation about marine safety should take place and the presence of current marine hazards and risk in or between a particular area and community shall be recorded.

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Exercising Overview

When community training and visits program with the Canadian Coast Guard Fleet vessels are deployed to Arctic waters, the vessels and crews are asked to complete a basic training program with the local Canadian Coast Guard Auxiliary unit within the community or Hamlet. This section is to present how the CCG can have an integrated approach in exercising with CCGA SAR units.

1. Important considerations and annexes

The following points should be considered as part of exercising program with the communities or hamlet:

- The **Regional Operations Centre** as well **as the Department of Fisheries and Oceans Communications** are to be informed prior to the engagement with the Community or Hamlets so that the event can be reported and sent to the respective Canadian Coast Guard Auxiliary Office.
- The required contact information that your vessel will need to interact with the communities or hamlets can be found at **Annex G.**
- All Canadian Coast Guard Axillary events must have a tasking number attached to the activity. The Auxiliary unit requires this as a method of payment and insurance for the members that are taking part in the training event. This number has been assigned as a blanked tasking authority and can be found at **Annex A.**
- Search and Rescue training and evaluation forms can be found at **Annex B through F.**

It should be noted that the community **must be** an operational Coast Guard Auxiliary unit prior to take part in any on-water training or exercise event with the Canadian Coast Guard, if the community or hamlet are not they will not be covered by the Auxiliary insurance program and will not be reimbursed for the vessel time.

Not all communities or hamlets will have taken the Canadian Coast Guard Auxiliary phase training program prior to this event, as part of the contact phase prior to the event **please make sure** that the community has taken the

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training program and that all persons taking part **are members of the Auxiliary** prior to **any on water** Search and Rescue activity.

2. Objectives of exercising in the Arctic with CCGA SAR units

The breakdowns of the objectives of exercising in the Arctic are the following:

- Test the response capabilities of the Northern Canadian Coast Guard Auxiliary units when tasked by a Joint Rescue Coordination Centre [JRCC] in Trenton or Halifax.

- Provide a SAR exercise event to:

  a. When in the CCGA C&A Region, the Arctic District Director, Paul Macdonald.
  b. When in Nunavik, the Director of Zone 6 of the Quebec Canadian Coast Guard Auxiliary, Mark Gordon.

The purpose of such SAR exercise is to evaluate the units against the training standard (Phase Training level I and II). Attached documents which must be sent upon completion to the Search and Rescue Training and exercise office Sarnia – Email **mark.gagnon@dfo-mpo.gc.ca**

- Collect and provide objective data on the response and support functions for the exercise to each participating organization. The information will be used to improve the contingency response plans of agencies that take part in the exercise.

- Provide an objective report on communications during the exercise; this includes situational reports from the units during exercise and dissemination of the information by tasking party.

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In conclusion, when exercising and evaluating with the CCGA units against their standards, we're offering what is called a ride check.

3. Ride checks

- The evaluators' role on a ride check or SAREX is to evaluate the crews' practical SAR knowledge in a scenario based/practical setting;
- The ride check or SAREX is a recertification by which CCGA members **are required** to participate once every five years;
- The evaluator's training, experience and ability to adapt are essential for a successful evaluation.

Ride checks are performed by the realization of a SAR scenario.

4. Search and Rescue Scenarios

This package contains four SAR scenarios which are the following:

- Annex D : Risk Scenario A
- Annex E: Risk Scenario B
- Annex F: Medical Scenario
- Annex G: Trauma Scenario

Scenario can be modified to obtain a relevant and realistic scenario to the community if required. Furthermore, every scenario must follow specific safety rules and instructions, which the following are noteworthy.

5. Safety of Vessels and Crews during Exercising

- During the exercise, all vessels will work on VHF channel 19. The frequency will remain in effect for the duration of the training exercise, and can only be changed by the on-scene commander [OSC].
- In the event of actual emergency vessels will be instructed as to the nature of the emergency by the OSC and instructed as to what actions are to be taken. The spoken word **NO DUFF** will be

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broadcast on channel 19, in the event this occurs all vessels are to stop the exercise and await instructions from the OSC.

- A radio guard will be held by the OSC on channels 16 and 82 for the duration of the training exercise.
- As this is a training exercise, all vessel operators will not take undue risk or put their crews into positions that my place them in harm's way. All hazardous occurrences during the exercise will be identified to the OSC or the exercises command team they should also be noted in the vessel log and mentioned during the debrief session.

6. Tips for Briefing on a Scenario

- Provided are several options for exercising the CCGA units: they can be used alone, or in combination depending on the weather, sea state, and time constraints. It is strongly suggested that you use at least one sit from each of the search and rescue categories :
  - Location "X" shall be the latitude and longitude where the search object is placed by the supervising vessel.
  - Vessel being exercised will be referred to as the local unit (LU)
  - Ideally, the "Search" phase will be followed by a rescue phase, but if the conditions don't allow, the phases can be done separately.

7. Evaluating the crews

- SAREX or Ride Checks are crew based evaluations. It is not to point out strengths or weaknesses of individual members but how the crew operates as a team
- The evaluator sets the goals or scenario with the unit leader, coxswain, DTC as required
- The evaluator has the flexibility to evaluate the SAR crew as required
- Not all aspects in each category are required or necessary and may not be applicable to the ride check or SAREX
- All aspects of the ride check or SAREX evaluation are to be in accordance with our training manuals Phase 1 & Phase 2 (SVOP/MEDA3/SAR Operations) and with our current training

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standards. Instructors/Evaluators can and should reference these standards prior to a Ride Check or SAREX and in the event there is a need for retraining in one or more topics.

8. Tips for success as an evaluator

- The ride check or SAR ex is practice and training for success, not a demonstration of failure
- Feedback should lead participants to improved practices, training, attitudes and general effectiveness
- Although the group expects you to offer an evaluation, if you are doing almost all the talking, something is wrong
- Demonstrate an inviting manner; be careful not to continually correct others, ignore others' comments, or that you aren't overly critical. Positive feedback is a must
- Safety of the crew and yourself should be paramount at all times. Ensure that the scenario you have chosen does not place anyone at risk of injury
- Be mindful of complacency on the crews in certain duties; IE Spotters becoming complacent in their tasks
- Bring closure during the debriefing; ensure that you have a quick summary of what has been performed, a reinforcement of accomplishments, possible areas for crew improvement, and leave the exercise on a positive note
- Evaluators should review the form and categories prior to the ride check or SARex

9. Recording and Reporting

- Upon arrival a formal pre-departure briefing should be given to the whole crew prior to starting the evaluation so that they are aware of what is expected of them.
- There are 3 categories for scoring; Satisfactory, unacceptable and exempt.
- Comments/reasons for areas that are unacceptable should be made on the back side of the form

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- Once the evaluation has been completed, the evaluator will provide the crew with a verbal debriefing of ride check or SAR ex and any areas that required practice or training.
- As a reminder – the ride check or SAR ex is a crew based evaluation

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Important Arctic Initiatives from our SAR Partners

This section puts upfront three relevant Arctic initiatives that we judge important to be aware when engaging in the Arctic, which are the SAR Smart's Operation Life Preserver, the Lifejacket Awareness Campaign, and the Polar Bike Program.

1. SAR Smart's Operation Life Preserver

SARSmart's Operation Life Preserver, a three year federally funded project, focuses on developing boating safety messaging and outreach strategies critical to helping residents who boat in Canada's North to reduce their risk of drowning and not becoming the subject of a Search and Rescue (SAR) activity.

Fifty-six people drowned in Canada's territories between 2007 and 2011. While at first glance, this number may not seem unusually high, it translates into a death-by-drowning rate of 10.2 per 100,000 residents – a shocking 6.8 times higher than the water-related fatality rate for Canada as a whole. Compounding this situation is the cost and lack of readily available SAR resources.

Far too many of these deaths were from preventable boating accidents with cases that are very familiar to the Canadian Safe Boating Council (CSBC), the national voice for boating safety.

The CSBC has taken action on this grim statistic a high priority and for 2017 – 2020, with varying partnerships Canada-wide, including regional/community stakeholders, the CSBC is working on a life jacket awareness program for Canada's North with relevant messaging related to Canada's diverse water conditions.

Along with an education campaign, the CSBC recognized a need for concrete action to bring more affordable and northern appropriate lifejackets to communities that spend time in and around northern waters.

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In short the program elements are as follows:

- Creation of education programs to use for teaching in Northern Canadian Communities. Plans include development of an electronic presentation delivered either as a power point for in class use (for school children) and also as a workshop for adults in the community.

- Delivery of the presentation will be Canada-wide by the end of the third year in conjunction with various partners.

- Identification of suitable floatation wear/lifejacket suitable for the far north and development of a distribution and marketing strategy to deliver and encourage acquisition and wear.

- Creation of a Lifejacket Ownership Program as a test in 6 northern Ontario Communities. After assessment of results, a strategy will be explored to develop and execute an outreach program to encourage involvement from associations and government to extend the program into other communities across Canada.

2. Life jackets Awareness Campaign

One of the major milestones of Operation Life Preserver is to increase lifejacket awareness in Northern Communities in Canada through education outreach and presentations given in the schools in each community, as well as bringing a Lifejacket Owner (and exchange) Program to select communities as a trial before moving forward with it as a more permanent initiative.

Education

Three Power Point Presentations have been developed for delivery into northern schools across the country. The presentation is geared to three age categories; primary (grades 1 to 3), junior (grades 4 to 8) and senior (grades 9 to 12) and focuses on the following topics depending on the presentation given:

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- Life jacket
    - Care and maintenance
    - Importance of wearing one all the time
    - Proper fit

- Cold Water Awareness
    - Risks and effects of accidental cold water immersion
    - Outline of the immediate risks of cold water immersion
    - Cold Shock Response
    - 1-10-1 Principle
    - Importance of wearing a life jacket to improve their chances of survival in cold water

- Re-Boarding Device
    - How to make a simple reboarding device out of a simple piece of rope and some simple knots to create 3 loops (or foot holds)
    - Where to attach it to your boat
    - Importance of having one and how having one attached to a boat can make the difference between living and dying

- Float Plan
    - What it is
    - Importance of leaving one
    - Importance of closing it once you return from your trip on the boat.

All three Power Point Presentations has been tailored to the community in which it was delivered. According to the program coordinator, this permitted the presentations to resonate more with both those presenting the content and those receiving the education. Each presentation was also available in the appropriate language (English, French, or Inuktitut).

With those strategies in action, the program coordinator is proud to say that all PPT has been welcomed in Northern schools and communities so far and great feedback resonated across the county.

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3. The Polar Bike Program

The Polar Bike Project collects donated bikes from the southern part of Canada and have them shipped to remote northern communities in Nunavut. According to the program coordinator, the program was able to build strong relationship with their sponsors to be able to help cover the shipping cost. Biking programs in the community are also built once the bike have been delivered. This let the youth and families to ride together, to learn basic bike maintenance and most importantly to be physically active.

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Important Contacts Before Getting Started

1. Arctic SAR Development Superintendent

Peter Garapick
Arctic SAR Development Superintendent
Canadian Coast Guard, Central & Arctic Region
Cell:
Email: peter.garapick@dfo-mpo.gc.ca

2. CCG and CCGA Liaison Officer

Mark Gagnon
Search and Rescue Training Officer
Canadian Coast Guard, Central and Arctic Region
Cell:
Email : Mark.gagnon@dfo-mpo.gc.ca

3. Arctic RAMSARD Analyst

Jean-Sébastien Landry
Arctic RAMSARD Analyst
Canadian Coast Guard, Central & Arctic Region
Cell: (226) 932-0915
Email: jean-sebastien.landry@dfo-mpo.gc.ca

4. CCGA C&A

Shannon Laird, CCGA C&A DG

Canadian Coast Guard Auxiliary (C&A)
Ph: (416) 463-7283 / 1-866-429-7283
Fax: (416) 463-7285
Email: Shannon@ccga-ca.com
Email:

Arctic Training Manager, Canadian Coast Guard Auxiliary (C&A)
Ph: (867) 678-0765
Fax: (866) 770-1503
Email: arctictrainingmanager@ccga-ca/.com

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5. CCGA Québec

[redacted]
Canadian Coast Guard Auxiliary (Québec) Inc.
Cell: [redacted]
Email: [redacted]

[redacted]
Canadian Coast Guard Auxiliary (Québec) Inc.
Cell: [redacted]
Email: [redacted]

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Annex A: CCGA C&A Tasking Authorization Number

18TSK 101	ULUKHAKTOK - SAREX	May 1 to Nov. 15
18TSK 102	TUKTOYAKTUK - SAREX	May 1 to Nov. 15
18TSK 103	RANKIN INLET - SAREX	May 1 to Nov. 15
18TSK 104	KUGLUKTUK - SAREX	May 1 to Nov. 15
18TSK 105	INUVIK - SAREX	May 1 to Nov. 15
18TSK 106	PANGNIRTUNG - SAREX	May 1 to Nov. 15
18TSK 107	GJOA HAVEN - SAREX	May 1 to Nov. 15
18TSK 108	CAMBRIDGE BAY – SAREX	May 1 to Nov. 15
18TSK 109	CHURCHILL - SAREX	May 1 to Nov. 15
18TSK 118	YELLOWKNIFE - SAREX	Open Date
18TSK 119	HAY RIVER SAREX	Open Date

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Annex B: Evaluation Criteria

1. Dockside

Deck Work – Lines - Correct use of lines when securing vessel, correct use of lines when required (towing exercise, etc), and safety around lines

Log Keeping - Ensure accurate and complete deck logs, radio logs, operational logs are in use by the crew and coxswain

Pre-Departure - Pre departure briefing, DI, Equipment Inspection - ensure the crews are performing the listed items in accordance with our training materials and unit guidelines for inspection of equipment and vessels

Personal Safety -Ensure proper use of PPE, Correct PPE for weather, Correct Sizing of PPE

Radio Operations - Ensure correct use of the VHF radio, correct use of phonetic alphabet, and also ensure the radio is operational on the vessel

2. Search Patterns

- In this category the evaluator may choose to do one of the following search patterns as part of the ride check or SAREX - Track Crawl, Expanding Square, Creeping Line, Parallel, Sector Search
- It is not mandatory to do all of the Search Patterns as listed above
- It is acceptable to run the search pattern as chosen by the evaluator and every crew member should have a chance to perform the various tasks associated with a search (Helm, Navigation, Spotter, Chart Work)

Air Assist – If the SAREX has an air support scenario or training exercise, the evaluator should ensure that the crews are working with the air support as indicated in our training material

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Spotter Skills – The evaluator should ensure that crew assigned the task of spotter are performing the task as outlined in our training material and ensure that the coxswain rotates crew through this task

3. SAR Procedures

Capsized - If applicable to a SAR ex or ride check, the evaluator should reference the manual and training materials in use within our region to determine the required outcomes and goals of the crews for this scenario

The Watering Pump - Setup of the pump, proper us of the pump, monitoring the water output and intake as well as the disabled vessel water levels, continuous monitoring of fuel in pump, continuous monitoring of the heat generated from the pump (exhaust becomes fire/heat source as well as CO hazard)

First Aid - Appropriate first aid given for the scenario, first aid given at the level that the first aider possesses (evaluator should confirm verbally the level of 1st aid training that the crew possess)

Grounding - Crew work together to remedy the situation as applicable with our training materials

Hip Tow - Proper conversion from long to hip if applicable, lines, fenders, communications, and safety at all times from all crew and the coxswain

Long Tow - Setup of the tow, communications (crew and disabled vessel, MCTS), proper line work and deck work, helm and coxswain decision-making qualities, overall crew competency and performance

PIW - SAPP, Extrication from water, MOB Drill. If applicable a mannequin can/could be used for ride check or SAREx. Evaluators should ensure that crews are communicating and working cooperatively and have safety in mind at all times.

Waiver - Ensure completion and accuracy of a waiver, if a verbal waiver is used, ensure that the proper form of communication is used for recording purposes

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6. RTB

Debriefing - Coxswains and crew should be debriefing the scenario and days' event of the ride check or SAR ex with both positive and negative feedback. Evaluators should also provide feedback at this time and use the debrief as an opportunity to discuss training needs that may have arisen from the ride check or SARex

Refuel - If applicable to the day's events or scenario for the ride check or SARex, ensure that the crews are following all safety protocols for refuelling (as outlined in training material and safe boating guide)

Report to MCTS - Proper and timely communication with MCTS is essential when reporting information from a ride check or SAR ex scenario along with returning to base. The evaluator should ensure that they are following appropriate protocols for communicating with MCTS

Tie Up - Ensure that the tie up at the dock is safe, effective for the vessel in use and the lines are handled with accuracy and safely.

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4. Evaluating the coxswain

Boat Handling - Coxswain or helmsman operates the vessel in a safe manner at all times with safe speeds. Coxswain or helmsman operates the vessel under the collision regulations and observes the rules of the road at all times. Coxswain or helmsman operates the vessel with correct lights displayed when required.

Crew Co-op - Crew co-operates well with each other and the assigned tasks are completed safely and with utmost professionalism

Effectiveness - Coxswain or helmsman are effective in their assigned roles and communicate their intentions effectively to the crew

Orders - Communication from the coxswain and helmsman to the crew is simple, effective, clear and concise, and receives the required feedback from the crew

5. Piloting

Chart Plotter - If the crew is using an electronic chart plotter, ensure that the coordinates are entered correctly and a crew member is assigned the task of using and monitoring the chart plotter.

Course - Ensure the crew is plotting a course as applicable to the scenario for the ride check or SAR ex follows the course with corrections as required

Dead Reckoning - If applicable to the scenario, the crew works effectively to complete the tasks as assigned in a dead reckoning exercise.

GPS - Proper use of the GPS, and the ability to read and follow the GPS co-ordinates as applicable to the ride check or SAR ex scenario.

RADAR - If the vessel is equipped with a radar, ensure that the radar is turned on and working and crew is continually monitoring the radar for traffic.

Search Area - Crew plots the search area as applicable to the scenario for the ride check or SAR ex and is correct

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Annex C: Search Scenario A for CCGA Units

On the morning of (add current date and time_____) two local hunters set out in a 24 ft green freighter canoe for the follow edge for a day's hunting. They were due back at (Insert Time_____) on the same but a family member has now reported them overdue as have not returned to the Hamlet. The RCMP has talked to the family and they stated it is not unusual for them to stay out longer if the hunting is good.

The hunters do not have radio with them and it is unclear if they have taken the SPOT beacon that is available at the HTO office.

They are known to fish at X location. They were seen wearing PFDs at time of departure.

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SEARCH ALPHA	Sector Search
Set up:	Search object (SO) will be placed at location X
For Local Unit:	LU will be given a datum point .25 nm away from location X, so that the search pattern will overlap location X.

SEARCH BRAVO	Creeping Line
Set up:	SO will be placed at location X
For Local Unit:	Commence Search Point at least 1 nm from where the search objects are located, to allow for several legs of a search pattern.

SEARCH CHARLIE	Shoreline Search
Set up:	SO will be placed at location X
For LU:	Search object will be placed somewhere that will allow for appropriate amount of time searching to demonstrate skills

RESCUE ALPHA	Person In Water (PIW)
Set up:	Mannequin, or other object in the water
LU:	Recover object on to the vessel, simulate hypothermia proper treatment

RESCUE BRAVO	Long Tow/Hip Tow/ Docking
Set up:	Position work vessel/barge/fast rescue craft at location X
LU:	Set up long tow, changeover to hip tow, return work vessel to mothership

RESCUE CHARLIE	Shore to Ship patient transfer
Set up:	LU would use search object from one of the searches
LU:	Transfer SO from shore, to LU, to Ship/ LU to ship

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Annex D: Search Scenario B for CCGA Units

Your unit has received a call from JRCC Trenton/Halifax regarding four local hunters that have been reported overdue buy one of the hunter's family members. The family member has stated that all were to return to the community late yesterday afternoon, at this time all four still have not returned to the community.

The family reports that the plan was to take a small vessel to the flow edge and hunt seals for two days are all four have done this many times in the past without incident. The local weather yesterday was windy and overcast but the ice conditions have been good in the area and other hunters have stated that the flow edge has not moved a great distance in the past week.

The community ground search and rescue team have been tasked to the location that was provided by the family and reported to the local RCMP that they have found two skidoos with the sledge (qamutiik) attached but no sign of the boats or equipment.

The hunts are equipped with a Spot Beacon but it has not been activated.

The JRCC would like your unit to commence a search of the area that the ground search and rescue group has found the equipment and report back on your findings, they have also requested a one-hour communications schedule for this search.

For the purpose of this event one of the ship's small vessels can be used as the target vessel, the hunters can also be part of the ship's crew and be given minor injuries to test the first aid skills of the responding search teams.

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SEARCH ALPHA	Sector Search
Set up:	Search object (SO) will be placed at location X
For Local Unit:	LU will be given a commence search point CSP a distance away from the location of the search object (at the discretion of the search planner on the vessel)

SEARCH BRAVO	Creeping Line
Set up:	A second SO will be placed at location Y
For Local Unit:	They second Commence Search Point at least 4 nm from where the first search object has been placed, the search pattern will be provided by the search commander on the vessel.

SEARCH CHARLIE	Shoreline Search
Set up:	SO will be placed at location X
For LU:	Search object will be placed somewhere that will allow for appropriate amount of time searching to demonstrate skills

RESCUE ALPHA	Person In Water (PIW)
Set up:	Mannequin, or other object in the water
LU:	Recover object on to vessel, simulate hypothermia proper treatment

RESCUE BRAVO	Long Tow/Hip Tow/ Docking
Set up:	Position work vessel/barge/fast rescue craft at location X
LU:	Set up long tow, changeover to hip tow, return work vessel to mothership

RESCUE CHARLIE	Shore to Ship patient transfer
Set up:	LU would use search object from one of the searches
LU:	Transfer SO from shore, to LU, to Ship/ LU to ship transfer.

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Annex E: Rescue Scenario (Medical)

Casualty Instructions

You are 55 years old and were out chipping ice on the afterdeck you haven't been feeling well all morning and did not sleep well last night due to the constant noise of the vessel breaking through the ice pack.

Suddenly you feel a sharp stabbing pain in your chest. You manage under great duress to make your way to the companionway where you slump to the floor, during your fall you hit your arm on the step breaking your lower arm.

History, you suffered a minor heart attack 4 years earlier and have carried and used nitro ever since.

You are alert enough to take your medication with assistance! But after a few minutes of rapid breathing you will let out a gasp and go unconscious pulse and respiration are absent.

If they are doing a set of vitals let them finish before you make hypothetically, your heart stop beating!

CPR should be started, the defibrillator should be brought into play, hooked up and a set of shock delivered. Once the defibrillator program has completed, you will be revived and the rescuer should complete the exercise.

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S – Chest pain
A – No
M – Nitro
P – Minor heart attack 4 years earlier
L – Coffee
E – Pain in chest and slumped to the floor

Vital Signs

1st set	**2nd set**
Pulse – 108 weak	Pulse – 98
Resp – 32	Resp – 24 improving
Eyes – P.E.R.L	Eyes – P.E.R.L
Skin – pale, cool and clammy	Skin – pink cool
B/P – 160/100	B/P – 130/90
AVPU – verbal	AVPU – verbal

Rescuer Instructions

After completing an escort of the motor vessel Canadian Transport through White Fish Bay your vessel is sitting at the ice edge.

You are taking it easy in your cabin when summoned to respond to a 55-year-old deckhand who has collapsed on the afterdeck while chipping ice.

Upon your arrival the casualty has stumbled in off the deck and is has been found in the main passage way.

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Annex F: Rescue Scenario (Trauma)

Casualty Instructions

You were standing on the deck as your sailing vessel was coming alongside the Coast Guard Vessel _____, the forward line seemed to be under and unusual amount of tension, you heard a sort of whistling sound and felt something hit the back of your head, you feel a pain and you then fall to the deck.

Primary Assessment you will have a two-inch cut to the back of the head with severe bleeding, as you fell to the deck you also broke your right arm just below the elbow.

Sx – secondary reveals pain on back of head & c-spine if palpated
A - Shell fish
M – Aspirin per day
P – High blood pressure but ok now
L - Coffee & donut @ break
E – Heard noise felt something hit head (if witness asked – mooring wire parted and hit casualty)

1st Time	2nd Time
A – Verbal disoriented	A – verbal ↑ ↓ pain
P – 92 pounding	P – 90 ↑ ↓ 80
R – 25	R – 25 ↑ ↓ 18
E – 1 responsive – 1 fixed dilated	E – same ↑ ↓ sluggish
S – Pale - Cool – Clammy	S – same
B/P - 140/90	B/P – 150/95 ↑ ↓ 130/80

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Rescuers Instructions

JRCC has alerted you to a situation on board the sailing vessel "Wind Walker" where a crew member is lying on the deck after an injury sustained during mooring.

The sailing vessel is alongside the Coast Guard Ship _____ .

Air temp 10 C

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Annex G: Arctic Community Contacts by Territory/Region

Nunavut			
Arctic Bay			
ARCTIC BAY CCGA CONTACTS (pending 2018 certification)		ARCTIC BAY COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Deborah JOHNSON 867-439-9917 Sao_ab@qiniq.com
Deputy Unit Leader		Mayor	
Administrator		Ikajutit Hunters & Trappers	867-439-8483

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Nunavut			
Arviat			
ARVIAT CCGA CONTACTS (pending 2018 certification)		ARVIAT COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Steve ENGLAND 867-857-2841 Arviatsao@qiniq.com
Deputy Unit Leader		Mayor	
Administrator		Ikajutit Hunters & Trappers	867-857-2636

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Nunavut			
Baker Lake			
BAKER LAKE CCGA CONTACTS (pending future certification)		**BAKER LAKE COMMUNITY CONTACTS**	
Unit Leader		**Senior Administrative Officer**	**Robert SEETEENAK** **867-793-2874** **blsao@xplornet.ca**
Deputy Unit Leader		**Mayor**	
Administrator		**Baker Lake Hunters & Trappers**	**867-793-2520**

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Nunavut

Cambridge Bay

CAMBRIDGE BAY CCGA CONTACTS		CAMBRIDGE BAY COMMUNITY CONTACTS	
Unit Leader	[redacted]	Senior Administrative Officer	Jim MACEACHERN 867-983-4654 jmaceachern@cambridgebay.ca
Deputy Unit Leader		Mayor	Jeannie HALOAKE 867-446-4227 jehaloak@qiniq.com
Administrator	[redacted]	Ekaluktutiak Hunters & Trappers	867-983-2426

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Nunavut			
Cape Dorset			
CAPE DORSET CCGA CONTACTS (pending future certification)		CAPE DORSET COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	John HUSSEY 867-897-8943 muncdsao@ capedorset.ca
Deputy Unit Leader		Mayor	
Administrator		Aiviq Hunters & Trappers	867-897-8214

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Nunavut			
Chesterfield Inlet			
CHESTERFIELD INLET CCGA CONTACTS (pending future certification)		CHESTERFIELD INLET COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Shawn STUCKEY 867-898-9951 Sao_hamlet@qiniq.com
Deputy Unit Leader		Mayor	
Administrator		Aqigiq Hunters & Trappers	867-898-9063

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Nunavut			
Clyde River			
CLYDE RIVER CCGA CONTACTS (pending 2018 certification)		CLYDE RIVER COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Lizzie Palituq 867-924-6220 cao@clyderiver.ca
Deputy Unit Leader		Mayor	
Administrator		Clyde River Hunters & Trappers	867-924-6202

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Nunavut			
Coral Harbour			
CORAL HARBOUR CCGA CONTACTS (pending 2018 certification)		CORAL HARBOUR COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Leonie PAMEOLIK 867-925-8867 munch@qiniq.com
Deputy Unit Leader		Mayor	
Administrator		Aiviit Hunters & Trappers	867-925-8622

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Nunavut

Gjoa Haven

GJOA HAVEN CCGA CONTACTS		GJOA HAVEN COMMUNITY CONTACTS	
Unit Leader	[redacted]	Senior Administrative Officer	Dave STOCKLEY 867-360-7141 saogjoa@qiniq.com
Deputy Unit Leader		Mayor	
Administrator	[redacted]	Gjoa Haven Hunters & Trappers	867-360-6028

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Nunavut			
Grise Fjord			
GRISE FJORD CCGA CONTACTS (pending future certification)		GRISE FJORD COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Marjorie DOBSOIN 867-980-9959 gfsao@qiniq.com
Deputy Unit Leader		Mayor	
Administrator		Iviq Hunters & Trappers	867-980-9063

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Nunavut			
Hall Beach			
HALL BEACH CCGA CONTACTS (pending 2018 certification)		HALL BEACH COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Daryl DIBBLEE 867-928-8829 Sao_hbhamlet @qiniq.com
Deputy Unit Leader		Mayor	
Administrator		Hall Beach Hunters & Trappers	867-928-8994

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Nunavut			
Igloolik			
IGLOOLIK CCGA CONTACTS (pending future certification)		IGLOOLIK COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Gord DINNEY 867-934-8940 igloolik@magma.ca
Deputy Unit Leader		Mayor	
Administrator		Igloolik Hunters & Trappers	867-934-8807

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Nunavut			
Iqaluit			
IQALUIT CCGA CONTACTS (pending future certification)		IQALUIT COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Muhamud HASSAN 867-975-8504 m.hassani @city.iqaluit.nu.ca
Deputy Unit Leader		Mayor	
Administrator		Amarok Hunters & Trappers	867-975-8504

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Nunavut			
Kimmirut			
KIMMIRUT CCGA CONTACTS (pending future certification)		KIMMIRUT COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Karlie LYTA 867-939-2247 saokim@qiniq.com
Deputy Unit Leader		Mayor	
Administrator		Mayukalik Hunters & Trappers	867-939-2355

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Nunavut

KUGLUKTUK

KUGLUKTUK CCGA CONTACTS		COMMUNITY CONTACTS	
[redacted]		Sorry, no picture available Senior Administrative Officer	Don LeBlanc sao@kugluktuk.ca (867) 982-6500
[redacted]		Mayor	Ryan Nivingalok mayor@kugluktuk.ca 867-982-3826
Sorry, no picture available Administrator	TBD	Sorry, no picture available Deputy Mayor	TBD

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Nunavut			
Kuugaruk			
KUUGARUK CCGA CONTACTS (pending future certification)		**KUUGARUK COMMUNITY CONTACTS**	
Unit Leader		**Senior Administrative Officer**	**Don LEBLANC** **867-982-6500** **saokug@qiniq.com**
Deputy Unit Leader		**Mayor**	
Administrator		**Kurtairujuark Hunters & Trappers**	**867-769-7002**

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Nunavut			
Naujaat			
NAUJAAT CCGA CONTACTS (pending future certification)		NAUJAAT COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Rob Hedley 867-462-9952 sao@repulsebay.com
Deputy Unit Leader		Mayor	
Administrator		Naujaat Hunters & Trappers	867-462-4334

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Nunavut			
Pangnirtung			
PANGNIRTUNG CCGA CONTACTS		PANGNIRTUNG COMMUNITY CONTACTS	
Unit Leader	[redacted]	Senior Administrative Officer	Ronald LADD 867-473-8953 Pang_sao@qiniq.com
Deputy Unit Leader		Mayor	
Administrator	[redacted]	Pangnirtung Hunters & Trappers	867-473-8751

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Nunavut			
Pond Inlet			
POND INLET CCGA CONTACTS (pending 2018 certification)		POND INLET COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Nicole MONCHAMP 867-899-8934 sao@pondinlet.com
Deputy Unit Leader		Mayor	
Administrator		Pond Inlet Hunters & Trappers	867-899-8856

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Nunavut			
Qikitarjjuaq			
QIKITARJJUQ CCGA CONTACTS (pending future certification)		QIKITARJJUAQ COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Geela KOONEELIUSIE 867-927-8832 munqik@qiniq.com
Deputy Unit Leader		Mayor	
Administrator		Nattivak Hunters & Trappers	867-927-8836

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Nunavut			
Rankin Inlet			
RANKIN INLET CCGA CONTACTS		**RANKIN INLET COMMUNITY CONTACTS**	
Unit Leader	[redacted]	**Senior Administrative Officer**	**Justin MERRITT** **867-645-2895** **sao@rankininlet.ca**
Deputy Unit Leader		**Mayor**	
Administrator		**Rankin Inlet Hunters & Trappers**	**867-645-2350**

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Nunavut			
Resolute Bay			
RESOLUTE BAY CCGA CONTACTS (pending future certification)		RESOLUTE BAY COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Mike STEVENS 867-252-3616 Hamletsao @xplornet.com
Deputy Unit Leader		Mayor	
Administrator		Resolute Bay Hunters & Trappers	867-252-3170

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Nunavut			
Sanikiluaq			
SANIKILUAQ CCGA CONTACTS (pending future certification)		SANIKILUAQ COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Michael ROWAN 867-266-7900 sanisao@qiniq.com
Deputy Unit Leader		Mayor	
Administrator		Sanikiluaq Hunters & Trappers	867-266-8709

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Nunavut			
Taloyoak			
TALOYOAK CCGA CONTACTS (pending future certification)		TALOYOAK COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Murtazo GURMANI 867-561-2300 sao@taloyoak.ca
Deputy Unit Leader		Mayor	
Administrator		Taloyoak Hunters & Trappers	867-561-5066

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Nunavut			
Whale Cove			
WHALE COVE CCGA CONTACTS (pending future certification)		WHALE COVE COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Dorothy GIBBONS 867-896-9961 sao@whalecove.ca
Deputy Unit Leader		Mayor	
Administrator		Whale Cove Hunters & Trappers	867-896-9944

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Manitoba

CHURCHILL

CHURCHILL CCGA CONTACTS		COMMUNITY CONTACTS	
[redacted] Unit Leader		Sorry, no picture available Senior Administrative Officer	TBD (204) 675 – 8871, ext. 102 Townofchurchill@ Churchill.ca
Sorry, no picture available Deputy Unit Leader	[redacted]	Mayor	Michael Spence TBD TBD
Sorry, no picture available Administrator	TBD	Sorry, no picture available Deputy Mayor	Shane Hulchins TBD TBD

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Northwest Territories

AKLAVIK

AKLAVIK CCGA CONTACTS (pending future certification)		AKLAVIK COVE COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Fred BEHRENS 867-978-2351 Saoaklavik @permafrost.com
Deputy Unit Leader		Mayor	His Worship Mayor Andrew CHARLIE
Administrator		Hunters & Trappers	

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Northwest Territories

HAY RIVER

HAY RIVER CCGA CONTACTS		HAY RIVER COMMUNITY CONTACTS	
[redacted]		[redacted]	Judy GOUCHER sao@hayriver.com (867) 874-6522
Unit Leader		Senior Administrative Officer	
[redacted]			His Worship Mayor Brad MAPES mayor@hayriver.com (867) 874 – 4206
Deputy Unit Leader		Mayor	
[redacted]			Donna LEE JUNGKIND cllrjungkind@hayriver.com (867) 874 – 7712
Administrator		Deputy Mayor	

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Northwest Territories

INUVIK

INUVIK CCGA CONTACTS		INUVIK COMMUNITY CONTACTS	
[redacted]			Grant HOOD sao@inuvik.ca (867) 777 – 8600
Unit Leader		Senior Administrative Officer	
[redacted]			His Worship Mayor Jim McDonald
Deputy Unit Leader		Mayor	
[redacted]			
Deputy Unit Leader			
[redacted]			
Administrator			

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Northwest Territories

Paulatuk

PAULATUK CCGA CONTACTS (pending future certification)		PAULATUK COVE COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	John HOLLAN (867) 580-3703 sao@paulatuk.ca
Deputy Unit Leader		Mayor	His Worship Mayor Ray Ruben Sr.
Administrator		Hunters & Trappers	

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Northwest Territories

Sachs Harbour

SACHS HARBOUR CCGA CONTACTS (pending future certification)		SACHS HARBOUR COMMUNITY CONTACTS	
Unit Leader		Senior Administrative Officer	Stephen WYLIE (867) 690-4802 Hamlet_ceo @northwestel.net
Deputy Unit Leader		Mayor	Her Worship Mayor Betty Haogak
Administrator		Hunters & Trappers	

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Northwest Territories

Tuktoyaktuk

TUKTOYAKTUK CCGA CONTACTS		TUKTOYAKTUK COMMUNITY CONTACTS	
Unit Leader	[redacted]	Senior Administrative Officer	Darrel NASOGALUAK 867-977-2286 sao@tuktoyaktuk.ca
Deputy Unit Leader		Mayor	Community Leader Merven Gruben
Administrator	[redacted]	Hunters & Trappers	

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Northwest Territories

Ulukhaktok

ULUKHAKTOK CCGA CONTACTS		ULUKHAKTOK COMMUNITY CONTACTS	
Unit Leader	[redacted]	Senior Administrative Officer	Laverna KLENGENBERG 867-396-8000 Sao_ulu @northwestel.net
Deputy Unit Leader		Mayor	Her Worship Mayor Laverna Klengenberg
Administrator	[redacted]	Hunters & Trappers	

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Northwest Territories

Yellowknife

YELLOWKNIFE CCGA CONTACTS		YELLOWKNIFE COMMUNITY CONTACTS	
Unit Leader	[redacted]	Senior Administrative Officer	Sheila BASSI-KELLETT 867-920-5600 Sbassi-kellett @yellowknife.ca
Deputy Unit Leader		Mayor	His Worship Mayor Mark Heyck
Administrator	[redacted]	Hunters & Trappers	

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Nunavik			
Akulivik			
AKULIVIK CCGA CONTACTS (pending future certification)		AKULIVIK COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Willia NAPPATUK Willianappatuk @nvakulivik.ca
Deputy Unit Leader		Mayor	Lucassie ALAYCO (M) mayor@nvakulivik.ca Eli AULLALUK (RC) eaullaluk@krg.ca Ph (NV) : 819-496-2222 and 819-496-2073
Administrator		Hunters & Trappers	

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Nunavik			
Aupaluk			
AUPALUK CCGA CONTACTS (pending future certification)		AUPALUK COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Billy LUCASSIE 819-491-7035 (ext. 225)
Deputy Unit Leader		Mayor	Johnny AKPAHATAK (M/RC) 819-491-7035 ext. 230 mayor@aupaluk.ca
Administrator		Hunters & Trappers	

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Nunavik			
Inukjuak			
INUKJUAK CCGA CONTACTS (pending future certification)		INUKJUAK COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Shaomik Inukpuk Sinukpuk @nvinukjuak.ca 819-254-8779
Deputy Unit Leader		Mayor	Pauloosie J. KASUDLUAK Pjkasudluak @nviukjuak.ca
Administrator		Hunters & Trappers	

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Nunavik			
Ivujivik			
IVUJIVIK CCGA CONTACTS (pending future certification)		IVUJIVIK COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Saima KANARJUARK 867-922-3045 manager @nvivujivik.ca
Deputy Unit Leader		Mayor	Mary PANINGAJAK mayor@nvivujivik.ca
Administrator		Hunters & Trappers	

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Nunavik			
Kangiqsualujjuaq			
KANGIQSUALUJJUAQ CCGA CONTACTS (pending future certification)		KANGIQSUALUJJUAQ COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Jim STEWART Jstewart @nvkangiqsualujjuaq.ca 819-337-5200 #26
Deputy Unit Leader		Mayor	Hilda SNOWBALL (M/RC) Hsnowball @nvkangiqsualujjuaq.ca 819-337-5270 #23 819-337-5203
Administrator		Hunters & Trappers	

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Nunavik			
Kangirsujuaq			
KANGIRSUJUAQ CCGA CONTACTS (pending future certification)		KANGIRSUJUAQ COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Elijah NINGIURUVIK 819-338-3342 Manager @nvkangirsujuaq.ca
Deputy Unit Leader		Mayor	Charlie ARNGAK (M/RC) 819-338-3342 Mayor @nvkangirsujuaq.ca
Administrator		Hunters & Trappers	

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Nunavik			
Kangirsuk			
KANGIRSUK CCGA CONTACTS (pending future certification)		KANGIRSUK COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Johnny NASSAK 819-935-4288 Ext. 30 Sbassi-kellett @yellowknife.ca
Deputy Unit Leader		Mayor	Noah EETOOK (M/RC) 819-935-4388 819-935-4342 Mayor @cnvkangirsuk.ca
Administrator		Hunters & Trappers	

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Nunavik			
Kuujjuaq			
KUUJJUAQ CCGA CONTACTS		KUUJJUAQ COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Ron GORDON rgordon@kuujjuaq.ca (AM) Daisy Saunders 819-964-2943 #235 dsanders@ kuujjuaq.ca
Deputy Unit Leader		Mayor	Tunu NAPARTUK (M/RC) 819-964-2943 #223 tnapartuk@kuujjuaq.ca
Administrator		Hunters & Trappers	

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Nunavik			
Kuujjuaraapik			
KUUJJUARAAPIK CCGA CONTACTS (pending future certification)		KUUJJUARAAPIK COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Anthony ITTOSHAT Aittoshat @nvkuujjuarapik.ca 819-929-3360 Cell : 819-929-0325
Deputy Unit Leader		Mayor	Lucassie INUKPUK Linukpuk @nvkuujjuaraapik.ca Parsa KITISHIMIK (RC)
Administrator		Hunters & Trappers	

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Nunavik			
Puvirnituq			
PUVIRNITUQ CCGA CONTACTS (pending future certification)		PUVIRNITUQ COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Kulu TUKALAK Manager @nvpuvirnituk.ca
Deputy Unit Leader		Mayor	Levi AMARUALIK (M) Mayor @nvpuvirnituq.ca 819-988-2825 Muncy NOVALINGA (RC) 819-988-2957 #296
Administrator		Hunters & Trappers	

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Nunavik			
Quataq			
QUATAQ CCGA CONTACTS (pending future certification)		QUATAQ COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Manager @nvquaqtaq.ca 819-492-9082
Deputy Unit Leader		Mayor	Robert DEER SR mayor@nvquaqtaq.ca 819-492-9985 Tommy ANNATOK (RC) Tarnatuk @nvquaqtaq.ca 819-492-9571/9955
Administrator		Hunters & Trappers	

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Nunavik			
Salluit			
SALLUIT CCGA CONTACTS		SALLUIT COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Adamie Papigatuk Townmanager @salluit.ca (AM) Barbara Papigatuk Assistant.manager @salluit.ca
Deputy Unit Leader		Mayor	Paulusie SAVIADJUK (M) mayor@salluit.ca 819-255-8953 Adamie Naluiyuk (RC)
Administrator		Hunters & Trappers	

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Nunavik			
Tasiujaq			
TASIUJAQ CCGA CONTACTS (pending future certification)		TASIUJAQ COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Tooma Gordon *Toomagordon* @nvasiujaq.ca 819-633-9924 819-633-5003
Deputy Unit Leader		Mayor	Billy CAIN (M) mayor@nvtasiujaq.ca 819-633-9924
Administrator		Hunters & Trappers	

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Nunavik			
Umiujaq			
UMIUJAQ CCGA CONTACTS (pending future certification)		UMIUJAQ COMMUNITY CONTACTS	
Unit Leader		MUNICIPAL MANAGER	Perty TOOKALOOK Townmanager @umiujaq.ca 819-331-7000
Deputy Unit Leader		Mayor	Jack NIVIAXIE (M) mayor@umiujaq.ca 819-331-7000 819-331-7056 819-331-7086
Administrator		Hunters & Trappers	

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TEAM ONE SUMMER TRAVEL 2018

June 2018

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4	5	6	7	8	9
10	11	12	13 Crew 1 Yellowknife, NWT	14 Yellowknife, NWT	15 Yellowknife, NWT	16 Yellowknife, NWT
17 Cambridge Bay, NU	18 Cambridge Bay, NU	19 Cambridge Bay, NU	20 Kugluktuk, NU	21 Kugluktuk, NU	22 Kugluktuk, NU	23 Taloyoak, NU
24 Taloyoak, NU	25 Taloyoak, NU	26 Taloyoak, NU	27 Crew 2 No travel	28 No travel	29 No travel	30 No travel

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TEAM ONE SUMMER TRAVEL 2018

July 2018

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 No travel	2 No travel	3 Travel West Edmonton	4 Yellowknife NWT Overnight	5 Travel to Ulu	6 Ulu – Training CCGA in class review	7 Ulu Training CCGA on water training
8 Travel – Gjoa haven in class review	9 Training Gjoa Haven on water	10 Travel South - crew change	11 Crew 1 Travel to Montreal	12 Morning flight to Kuujjuaq, QC	13 Kuujjuaq, QC training in class review	14 Kuujjuaq, QC training on water
15 Kangirsuk, QC	16 Kangirsuk, QC	17 Kangirsuk, QC	18 Salluit , QC	19 Salluit, QC	20 Salluit, QC	21 Kangiqsujuaq, QC
22 Kangiqsujuaq, QC	23 Kangiqsujuaq, QC	24 Travel to Kuujjuaq and south for crew change	25 Crew 2 Crew Change Travel to Winnipeg overnight	26 Travel to Chesterfield inlet	27 Community engagement program	28 Community engagement program
29 Travel to Coral Harbour	30 Community engagement program	31 Community engagement program				

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TEAM ONE SUMMER TRAVEL 2018

August 2018

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1 Travel to Naujaat	2 Community engagement program	3 Contact with Parks Canada On water training??	4 Travel to Hull Beach
5 Community engagement program	6 Community engagement program	7 Travel to Rankin and south for Crew change	8 Crew 1 Travel to Ottawa	9 Travel to Iqaluit, NU	10 Community engagement program	11 Community engagement program
12 Travel to Pangnirtung, NU	13 Pangnirtung, NU	14 Pangnirtung, NU	15 Travel to Clyde River, NU	16 Clyde River, NU	17 Travel to Arctic Bay, NU	18 Community engagement program
19 Travel to Pond inlet , NU	20 Community engagement program	21 Travel to Iqaluit and south crew change	22 Crew 2	23	24	25
26	27	28	29	30	31	

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Gagnon, Mark

From: Arctic Training Manager <arctictrainingmanager@ccga-ca.com>
Sent: June-30-18 8:33 PM
To: Gagnon, Mark
Subject: Inuvik Ceremony
Attachments: Schedule for visit.doc

Good Evening Mark,

As requested:

I have attached a tentative schedule and break down of what is planned to happen. With the exception of the Rec center events are subject to change due to weather.
The following dignitaries have been invited and their confirmation status is next to their name:
Minister Honourable Robert C McLeod - Confirmed
Minister Honourable Alfred Moses - Waiting
Mayor Jim MacDonald – Town of Inuvik - Confirmed
Peggy Griffith, President, CCGA - Confirmed
Superintendent Peter Garapick – CCG- Waiting
Search and Rescue Training Officer CCG Mark Gagnon – CCG- Confirmed
Sgt. Grant Thom – RCMP- Confirmed
Cyndy Hammond Inuvik Fire Chief – Protective Services, - Confirmed
Duane Smith Chair- Inuvialuit Regional Corporation – Waiting
Carolyn Lennie CEO- Gwich'in Tribal Council- - Waiting
BRP Rep - Confirmed
BRP Rep- Confirmed
BRP Rep- Not sure if 2 or 3 will know names and titles on Tuesday
First Air- They are sending a rep name will be on Tuesday

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CCGA Members Confirmed to be present:

[redacted]

Speeches will be given by all who wish, with the exception of BRP (they have as long as they want) we are aiming at no more than 3 min. per person [redacted] The MC is tentative [redacted] (Will know for sure on Tuesday). If you wish to talk about the arctic expansion you are more than welcome to and I encourage you to so the "big wigs" know what's happening in the north.

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For the boat tour of a small part of our vast Delta I would like permission to allow CBC and our local newspaper to attend. This is a rare opportunity to push what we do, who we are, and what our capabilities are. BRP I believe are allowed to be on the vessels as the manufacturer of the SAR Seadoo and as the technical experts but can you confirm. For anyone else we are in the process of arranging a private tour company to follow along with anyone not legally allowed in our CCGA boats or under the CCGA tasking. Does this work for you?

There is an open invitation to the community for anyone who wishes to attend. Business owners have also been invited personally so it should be a good turn out. We have bailing buckets to hand out to those that want them along with some whistles for kids down at the docks.

Any thing you think we need to add, there are handouts being created for the event and our local sponsors are being named along with the guests and itinerary.

[redacted] s.19(1)
Arctic Training Manager
Canadian Coast Guard Auxiliary (C&A)
PO Box 3401,
Inuvik, NT X0E 0T0
Ph: [redacted]
Fax: (866) 770-1503

For HEAD OFFICE CONTACT:

ATTN: Arctic Training Manager
Canadian Coast Guard Auxiliary (C&A)
305 Milner Ave, suite 208
Toronto, ON M1B 3V4
Ph: (416) 463-7283
Fax: (416) 463-7285

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CANADIAN COAST GUARD AUXILIARY

SCHEDULE OF VISIT - Approximate

Friday – July 06

13:00 - 14:00	Arrive –Most are on First Air- Need to confirm Tuesday
14:00 - 15:00	To Mackenzie Hotel, check in (7rooms reserved)
15:00 - 17:00	Tour of town, get North of Sixty Certificates, visits of Craft shop ect.
17:30 – 21:30	Wilderness Dinner – Subject to WX conditions,

Saturday – July 07

11:00 - 12:00	Rec Center. Set up of display and prep site.
12:00 - 13:00	Lunch
13:00 - 13:30	Finish set up in Rec Center
13:30 - 14:00	Welcome to all attendees.
14:00 – 15:00	Donation and speeches

Time	Team 1	Team 2	Team 3
14:30 – 15:45			Depart to SAR Center, Change into SAR Suits Take boats to dock and launch
15:30	Take Guests to Town docks	Tear Down and Clean up.	
15:45	At docks. Note all guest should have jackets.		Guests arrive and board
16:00	Tour of Delta	Pick up guests	Tour of Delta
18:00	Return	Return	Return
19:00-22:00	Shivers Restaurant for meal and drinks	Shivers Restaurant for meal and drinks	Shivers Restaurant for meal and drinks

Sunday – 08 July

11:00	Pick up and take to airport
11:30	Brunch at Cloud 10
13:00	They board, we go home and sleep.

Po Box 3401, Inuvik, NT. X0E 0T0
Phone: 867-678-0765, Fax 866-770-1503

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From: Jollez, Katia
To: XCA-Grp. DR-RD; Bisson, Émilie (Emilie.Bisson@dfo-mpo.gc.ca); Rimmer, Jason; Busby, Sarah; Chavez, Maité
Subject: Debrief from DG OPP Steering Committee
Date: 16 août 2018 15:15:00
Attachments: image001.png

All: A quick debrief from today's meeting chaired by DG Ops and DG OPP.
Jason/MAM/Franck – see update on ROC, IRB-N and Extended Season.

Group 3				
August 16,2018				
Sub-Initiative	**Project Code**	**Project Name**	**Project Manager**	**Katia's notes**
BUILDING MEANINGFUL PARTNERSHIPS WITH INDIGENOUS GROUPS IN MARINE SAFETY	**8T100**	Indigenous Relations and Partnerships	Heather Belfer	The project has one agreement signed out West, which was its only original outcome. The charter will be revised to include future milestones with C&A and Atlantic. Maité: I know you're already working with Heather on this. No action items.
24/7 EMERGENCY RESPONSE CAPACITY TO EFFECTIVELY MANAGE MARINE INCIDENTS	**8G120**	Maritime Rescue Sub-Centre (MRSC St. John's)	Ray McFadgen	n/a
24/7 EMERGENCY RESPONSE CAPACITY TO EFFECTIVELY MANAGE MARINE INCIDENTS	**8G110**	24/7 Regional Operations Centres (ROCs) & National Command Centre (NCC)	Evan Boettger	Atlantic and Western are at 24/7 capacity. Montreal is at 12/7 and NCC is at 10/5. The original goal of having Montreal 25/7 by end of August will be pushed to November. **Julie will want to a have a more complete conversation about the long term plans and cash management strategies beyond the project's horizon since we will likely not be able to spend the project's capital in years 3 and 4.**
MCTS STAFFING FACTOR	**8G300**	MCTS Staffing Factor	Diane Faubert	National PM raised issue with C&A with coding. Linda/Sarah to follow up please.
Coastal Restoration Fund	**8Q110**	Coastal Restoration Fund - supports coastal habitat restoration projects	Nick Winfield (DG, Ecosystems Management)	n/a
NORTHERN MARINE TRANSPORTATION CORRIDORS AND GOVERNANCE FOR THE ARCTIC SHIPPING REGIME	**8T200**	Northern Marine Transportation Corridors and Governance for the Arctic Shipping Regime	Kimberley Unterganschnigg	Kimberley was there as the national PM. Said project was on track and that they had money from C&A for the upcoming engagement sessions. Unclear what those sessions are. Maité – do you have info?
INDIGENOUS COMMUNITY RESPONSE TEAMS	**8W310**	Indigenous Community Response Training	Kayla Meyer	n/a
COAST GUARD AUXILIARY CHAPTER IN BRITISH COLUMBIA	**8W100**	Coast Guard Auxiliary - Indigenous Branch	Edrich Richard	n/a
COAST GUARD AUXILIARY CHAPTER IN THE ARCTIC AND COMMUNITY BOATS EXPANSION	**8W420**	Expansion of Arctic Auxiliaries	Edrich Richard	New units created that are leveraging 3 southern chapters.
COAST GUARD AUXILIARY CHAPTER IN THE ARCTIC AND COMMUNITY BOATS EXPANSION	**8W410**	Indigenous Community Boats North and South of 60	Pauli Thurner	Ongoing engagement to identify auxiliary units. Goal is to sign contribution agreements in December. Jean B. was in Trenton with NPM to meet with JRCC this week. Emilie has shared info on groups that have raised interest to see if interest and capacity aligns with SAR need.
IN-SHORE RESCUE BOAT	**8H310**	Inshore Rescue Boat North (IRB North)	Peter Garapick	Steve on the call gave a great update and flagged that we may have to move out of DND sooner than planned. Rather than building, option to lease existing property. Can we convert capital money to O&M for the lease? Can we use capital funds to lease (DG OPP seemed to think so). **MAM/Franck, perhaps a follow up offline to discuss strategies.**
Technical Review Process of Marine Terminal Systems and Transhipment Sites (TERMPOL)	**8D100**	Technical Review Process of Marine Terminal Systems and Transhipment Sites (TERMPOL)	Peter Stapleton	C&A staffing of PM05 is underway.
CCG ARCTIC PRESENCE	**8K100**	Increased presence and extended season in the Arctic	Marc Delisle	Gordon Roy gave the update. Noted that targets will be met but less than last year. Ongoing engagement through Arctic Engagement and Exercise Team + Education package sent to COs on Northern Communities through IRP.

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Directrice régionale p.i., Plan de protection des océans

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Canada
Department of Fisheries & Oceans

Record of Decision – Oceans Protection Plan

Group 3 – September 13, 2018

Attendees: Sam Ryan, Simon Melanson, John Bertorelli, Joe Cosgrove, Katia Jollez, DJ Perron, Evan Boettger, Heather Belfer, Peter Stapleton, Pauli Thurner, Kayla Meyer, James Young, Holly Courchaine, Geri Bloom, Lisa McLoughin, Glen Sloan, Vivian Cheung, Chris French, Gary Ivany, Dave Laforge, Glen Sloan, Miriam Van Roosmalen,

Regrets: Peter Garapick, Joanne Weiss Reid, Edrich Richards, Gordon Roy, Ray McFadgen,

Opening Remarks: Nil

8K100 - *Increased presence and extended season in the Arctic* – Gordon Roy

Project update presented by Katia Jollez

Project Status: On Track. 8K100 remains stable and on track to reach increased sea days, however they will not be as high as last year.

The survey report is expected mid-September and the results will be incorporated into the 2019/20 season planning that is underway.

Finances: We are working with OPP Finance on cleaning up the details so commitments can be input into the system. We would like the Samuel Risley and the Martha L. Black to stay in the artic longer and we are

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having the discussion if the cost is to be covered by OPP funds or Fleet funds. We will have more details by the next reporting period.

The National Project Manager will investigate if any procurement needs to be reported to OPP Procurement.

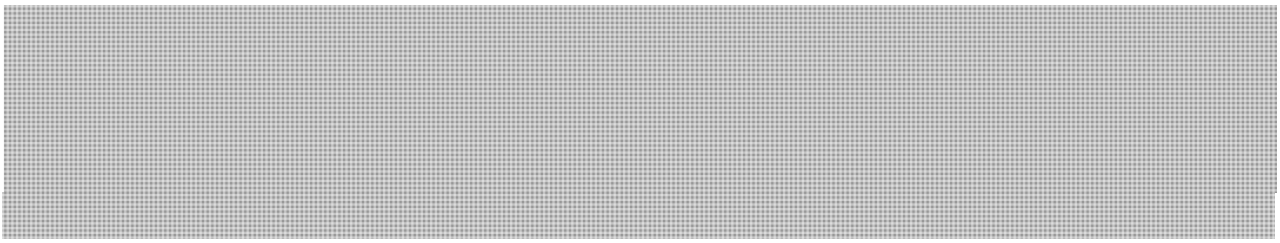
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s.69(1)(g) re: (a)
s.69(1)(g) re: (c)

8T100 - Indigenous Relations and Partnerships -Heather Belfer

Project Status: On track there has not been much movement from last reporting period.

The Reconciliation Framework Agreement on Bioregional Oceans Management and Protection (Oceans RFA) was approved and signed by First Nations and the Government of Canada on June 21st. The signing was announced by the Prime Minister and Ministers of DFO/Coast Guard, TC, ECCC and CIRNA. This meets the 2022 target.

Staffing is completed for the five regional FTEs and NHQ FTE.



A bilateral MOU between Coast Guard and the Gitga'at was signed on November 9, 2017. The Gitga'at are also a signatory member to the Oceans RFA.

Other First Nations have also expressed interest in exploring similar bilateral operational MOUs with the Coast Guard and we expect to have some signed in the coming months.

TC is changing their Project Manager and it has caused a slight delay on the engagement planning, policy work and amalgamated charter.

Finances: O&M are on track. The regions are experiencing financial pressure and are seeking additional OPP funds.

8G120 – MRSC St. John's – Ray McFadgen

Project update will be presented September 20, 2018.

8G110 24/7 Regional Operations Centres (ROCs) & National Command Centre (NCC) Evan Boettger

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Project Status : On Track

A third and final national staffing process has yielded an additional 148 candidates from which to fill remaining vacancies in the ROCs and NCC. The screening is completed and 90 have been scheduled for exam dates.

The Project Change Request 4 (PCR 004) to formally transfer salary and O&M funds to MRSC St. John's (8G120) with full responsibility to employ and administer six ROC Atlantic personnel on long-term deployment to MRSC is in signature cycle.

Commencement of limited 12/7 operations at NCC Ottawa was anticipated for P5 but has been delayed due to onboarding and training. NCC Ottawa is still on 5 day system with surge on weekend when required.

Budget: There has been a push in the regions to have all soft commitments input into the system. We will continue to review.

ROC CONOPS distributed for senior management review.

Renovations for Montreal and Victoria: ACTION Update and Closure. **Last Steering Committee meeting** it was identified a meeting was required with the NPM, the DG and Regional Leads from Western and C&A to find a way forward. Both the Montreal and Victoria locations were scheduled for major renovations in the coming year. Is it worth doing major work on sites that will be negated down the road and is space going to be available? The meeting took place August 30th. It has been determined an escalation by OPP is not necessary at this time. The way forward will be: Minor enhancements done this year, with the major work being done in the coming years once the ROCs are in their permanent location. The major plan is underway and will affect other government departments. The ROC's will be able to perform their duties.

Risk: At this time risk is tracking Green (on track) however, the classifications for GT5 level are under review by OECC. It is important for the level to remain as it is to keep our existing staff and entice new candidates.

Key Outputs:

1. The new ER curriculum is not yet ready but we are sending the trainees on the legacy ER courses.
2. The limited 24/7 operation targets for all locations remains the end of November and is in hand. A business analysist has been assigned to verify the IT requirements are met and ensure the ROC's and NCC can easily communicate with each other, other Government departments and non-Government stakeholders. The business analysist will identify if any IT enhancements are required.

8G300 – MCTS Staffing Factor – Diane Faubert

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Project update presented by John Bertorelli

Another trainee fully completed their Centre Designated Checkout (Aug 11), now bringing our total to 10 fully staffed OPP positions. Half of the project scope completed.

The Regional Training Officer work descriptions are still with classification. The level needs to be determined before beginning the selection process.

The MCTS 2018-01E ab initios class is still in session with 7 ab initios, with graduation scheduled for October 11th. Class MCTS 2018-02F began September 4th, as scheduled, and class MCTS 2018-03E is scheduled to start October 22nd. One more class will be scheduled for late spring.

Project is on schedule.

8T200 - Northern Marine Transportation Corridors and Governance for the Arctic Shipping Regime - Joanne Weiss Reid

Project update presented by James Young

Engagement plan is completed. We will be reaching out to the communities next week to schedule face to face sessions. The engagement should start in the next few months. We will be sure to have any engagement session input into OPP engagement calendar and are open to other OPP initiatives joining the sessions.

8W310 - Indigenous Community Response Training - Kayla Meyer

Project Status: On Track

1 to 3 training sessions are taking place in communities each month.

The next CN SAR Course is scheduled in Bamfield for October. This will be the fourth full CN SAR course since the beginning of the project.

The Indigenous Company called Nautsa Mawt Events is moving the Grants and Contribution fund to the communities. We are working with OPP Finance to have the G&Cs released.

The Canadian Coast Guard, Western Region has now hired one of the CN SAR Course participants.

8W100 CG Auxiliary Indigenous Branch–Edrich Richards

Project update provided by Pauli Thurner.

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Incorporation process finalized, Contribution Agreement signed and September 10th the Auxiliary stood up.

The CCGA/Nation has requested to hold off on an announcement until they have their executive board staffed and up and running. They will possibility ready mid-October.

The first payment of $350K has been released and the second payment of $350K should be released in October. There could be potential financial pressure in the future and $700K may not satisfy the need as additional First Nations join the Auxiliary.

As additional First Nations join the Auxiliary the Western region will be impacted as their workload will increase.

We are working with OPP Finance to correct some coding errors.

Once the final payment is made and the coding errors are corrected the OPP deliverables will be met.
Action : The OPP Secretariat(John Bertorelli) will work with NPM (Edrich Richards) to determine if all Treasury Board key outputs have been met and if project can stop reporting.

8W420 Expansion of Arctic Auxiliaries - Edrich Richards

Project update provided by Pauli Thurner.

Project Status: On Track

Seamless implementation of the OPP funded Arctic Chapter Annex. The Arctic Annex is embedded within the renewed agreements of three established Auxiliary organizations (NL, QC and Central & Arctic) with an existing Arctic footprint or the potential to expand operations into the Arctic.

It is anticipated that between 10 and 14 new units will be operational for the 2018/2019 season.

Almost all the funding has been released.

Looking at revising Ts&Cs

Action : The OPP Secretariat(John Bertorelli) will work with NPM (Edrich Richards) to determine if all Treasury Board key outputs have been met and if project can stop reporting.

8W410 -Indigenous Community Boats North and South of 60 -Pauli Thurner

Project Status: On Track

All funds have been committed in the system.

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Engagement has taken place with multiple communities and the application for this year's funding has been shared. There is high interest and we anticipate all funding will be spent.

We are working with OPS Business to release G&C to the auxiliaries as there are running expenses that need to be reimbursed.

Ulukhaktok NWT is one of the communities that received funding from year 1. Their boat has been delivered. The community is very pleased with the boat and pictures were shown at the Steering Committee meeting. There will be familiarization and operational training taking place in the next few weeks. The community training will be filmed.

8H310 - Inshore Rescue Boat North (IRB) - Peter Garapick

Project update provided by Project update presented by Katia Jollez.

Completion of initial season of SAR operations was on September 4, 2018. The season was a success and the staff was exceptional. There is a news release in approval.

The Annual SMS Audit (internal) is completed. There were two minor non-conformities that have already been fixed.

We are in preparation for the recruitment for next year's season. The poster for crew members (2019 season) has already been released with a closing date of November 30, 2018. We would be happy to have any 2018 crew members return.

PCRs to adjust milestones and salary are in the approval process.

We are meeting with Real Property (RP) Friday September 14, 2018 to continue discussion as to whether a long-term leasing arrangement would be suitable for station, rather than design-build arrangement. RP is working on assessing available land. Most likely we will need to carry forward capital funding, once confirmed the NPM will work with OPP Finance.

We have a 3 year lease in the DND facility for the current interim location. We are cautiously optimistic that we could stay for the remaining 2 year however there is still the risk DND could as us to vacate with 30 day notice.

8D100 - Technical Review Process of Marine Terminal Systems and Transhipment Sites (TERMPOL) - Peter Stapleton

Project Status: On Track

Central and Artic is conducting final interviews and should have the PM05 position filled by November 2018. This will conclude the hiring for the project.

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HQ – A proposal has been developed to deliver a CCG TERMPOL perspective paper that would feed into the Policy Options Paper that TC is striving towards. The CCG TERMPOL perspective paper should be ready spring of 2019.

Now that the 4FTEs for this project are hired the question is brought up "How long does CCG continue to report on the project". John Bertorelli of the OPP Secretariat states that CCG is to support TC with the TERMPOL Review Policy Option Paper and there are 16 Treasury Board Milestones to be met.

Action: John Bertorelli and Peter Stapleton will meet to investigate if this initiative need to continue reporting.

Closing Remarks:

Sam Ryan ITS DG, informed the table that overall the financial system has been populated with soft commitments. The focus now moves to having the firm obligations and commitment entered. The CFO is scrutinizing the OPP Finances.

Sam Ryan ITS DG advised the table that Dave Laforge has joined the OPP Secretariat as a Procurement Specialist. He will be going through each project, verifying information (Delegate Authorities, competitive or sole source...). Monthly reporting on procurement will be required from the project leads.

Actions:

1. 8W100 CG Auxiliary Indigenous Branch .The OPP Secretariat (John Bertorelli) will work with NPM (Edrich Richards) to determine if all Treasury Board key outputs have been met and if project can stop reporting.

2. 8W420 Expansion of Arctic Auxiliaries. The OPP Secretariat (John Bertorelli) will work with NPM (Edrich Richards) to determine if all Treasury Board key outputs have been met and if project can stop reporting.

3. 8D100 - Technical Review Process of Marine Terminal Systems and Transhipment Sites (TERMPOL). John Bertorelli and Peter Stapleton will meet to investigate if this initiative needs to continue reporting as all FTE's will be in place by November 2018.

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Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

Safety First, Service Always








Canadian Coast Guard
Arctic Search and Rescue (SAR)

Canada

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CCG Arctic Search and Rescue

Mark Gagnon
SAR Training & Exercise Officer CCG
Central & Arctic Region

Shannon Laird
Executive Manager CCG Auxiliary
Central & Arctic Region Inc.

James Hare
SAR Risk Analyst
Central & Arctic Region



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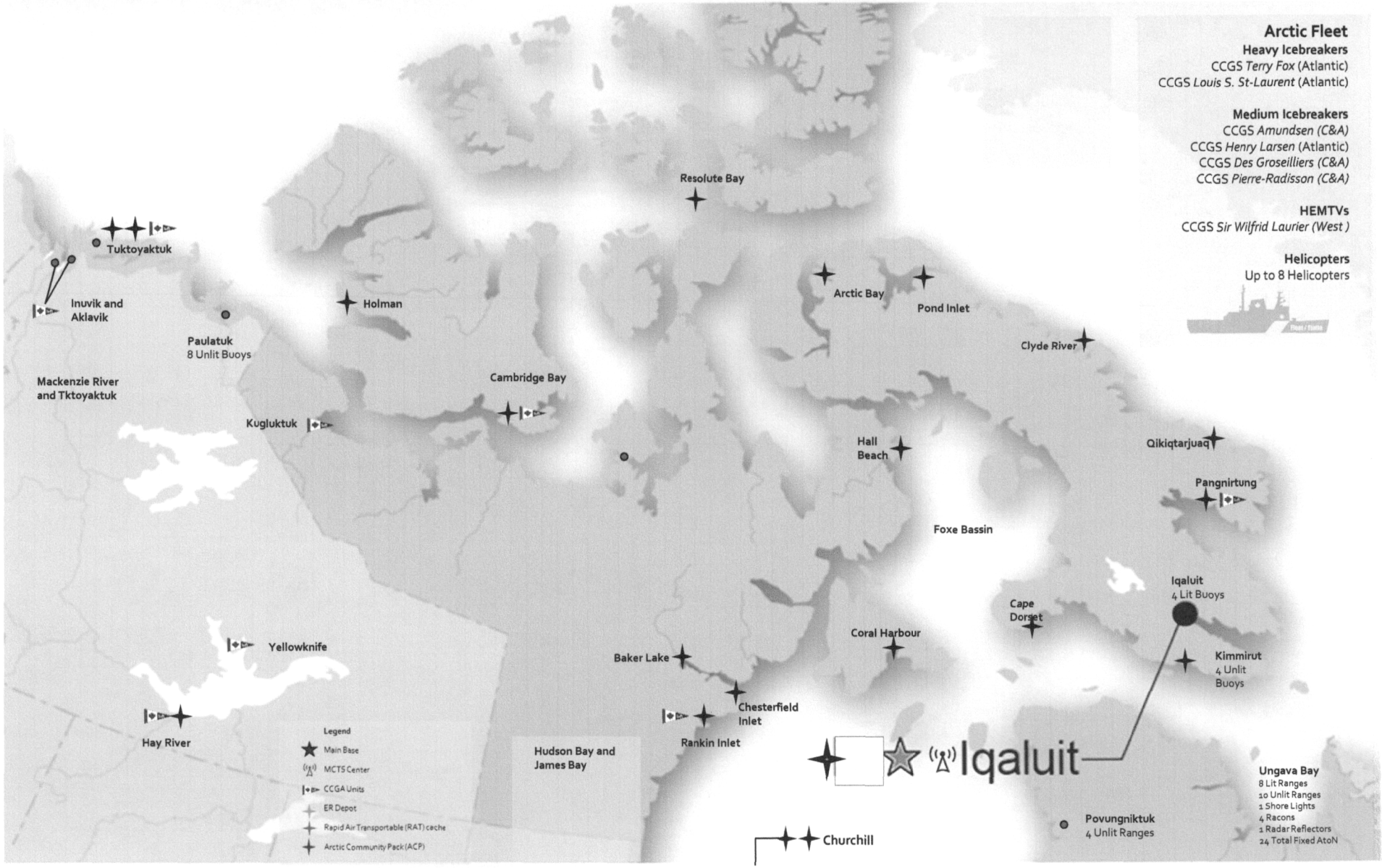
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Presentation Objectives

1. The Canadian Coast Guard
2. The Canadian Search and Rescue System
3. Canadian Coast Guard Auxiliary
4. Arctic SAR Project
5. SAR Risk Analysis

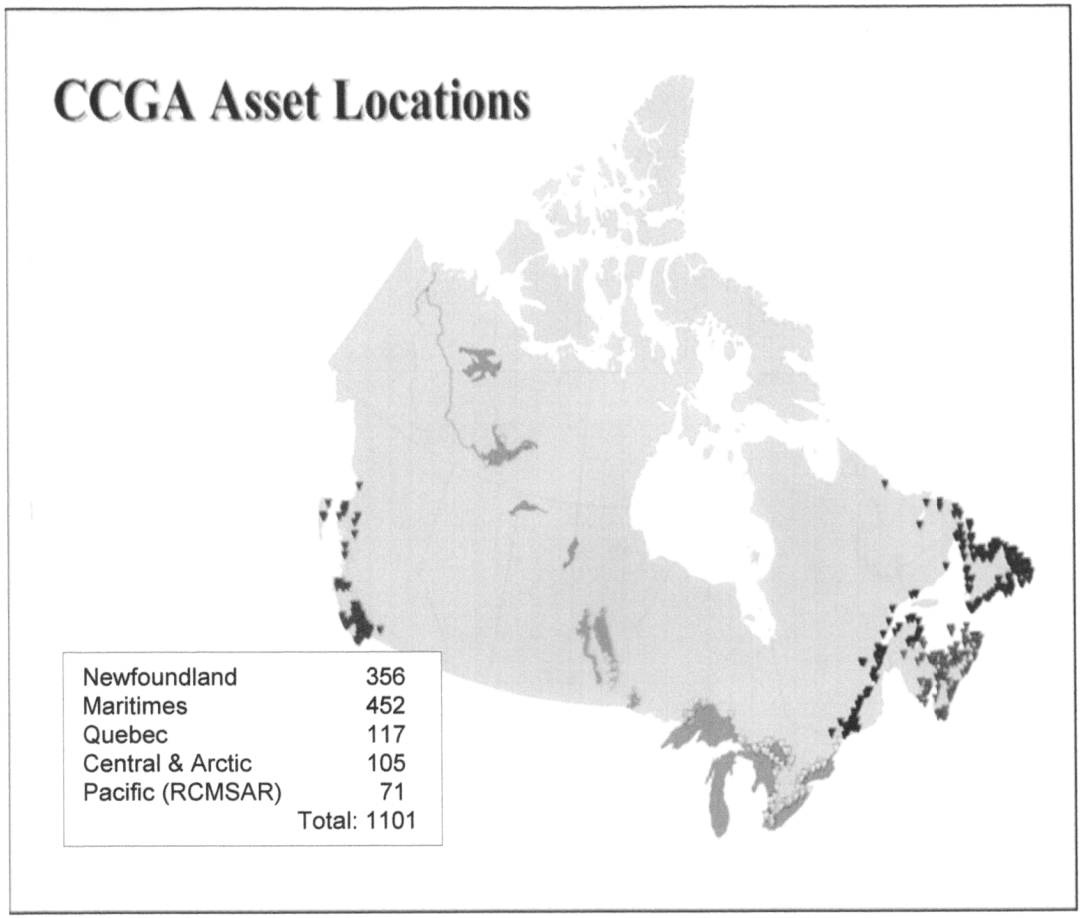
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Comprehensive resources map



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Canadian Coast Guard Auxiliary



The Canadian Coast Guard funds **five CCG Auxiliary regions** through a Grant and Contribution program.

The CCG Aux operates a fleet of over **1,100 vessels**, many of which are owner-operated. Some regions have many community-owned vessels.

CCG Aux assets are **strategically located** between CCG assets where maritime traffic is concentrated and marine risks are high.

CCG Aux volunteers are experienced mariners who are familiar with the local environment and typically **respond to more than 25%** of all maritime SAR incidents in Canada.

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Central & Arctic Region



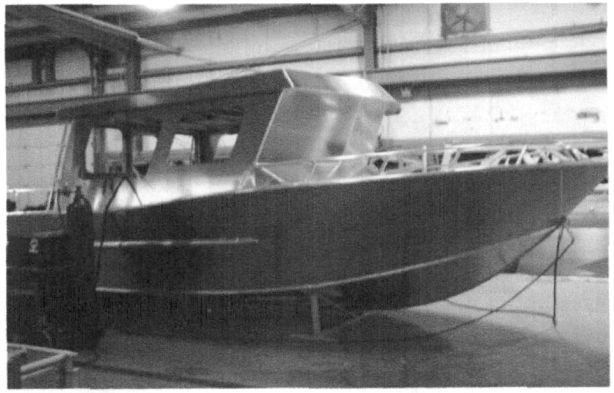
- Ontario
  - 58 units
  - 72 vessels
  - 651 members
- Manitoba 8 units
  - 9 vessels
  - 36 members
- Northwest Territories
  - 6 units,
  - 11 vessels
  - 98 members
- Nunavut
  - 6 units
  - 9 vessels
  - 70 members

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Arctic Vessels



Gjoa Haven



Cambridge Bay



Ulukhaktok

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CANADIAN COAST GUARD AUXILIARY
CENTRAL AND ARCTIC REGION

Arctic Vessels



Rankin Inlet

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Creating a Community Unit

- A unit must identify a capable vessel for SAR response
- The community will need a SAR Society that has:
  - a bank account for the society
  - the required society governing documentation
- Identify a Unit Leader
- Identify Administrative member(s)
- Sign-up Operational crew members
  - a unit requires a minimum of 2 crew before becoming operational
  - A unit often has 10-15 members to ensure a crew is available to respond

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Start Up Equipment

The CCG Auxiliary C&A supplies units with the following start-up equipment;

- A Laptop for the unit
- CCGA Vessel Pennant
- CCGA C&A Sign Posts
- SAT Phone with Pelican case
- Image Stabilizer Binoculars
- SPOT Device
- Handheld VHF Radio
- GoPro camera
- SAR Helmets
- SAR Pump (dewatering pump)
- SAR Kit Bags
- SAR Vests
- Whistles
- Blunt Tip Knives
- Headlamps
- Floater Suits
- CCGA C&A Sweatshirts
- CCGA C&A T-shirts
- CCGA C&A Baseball Caps

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Required Training

- Completion of the 2 courses - Phase 1 (P1) and Phase 2 (P2):
  - Each Course is 10 hours of Theory (Classroom), 10 hours of Practical (On-Water)

- P1 and P2 combined are a Transport Canada accredited course that meets all requirements of the **Small Vessel Operator Proficiency** (SVOP) and **Marine Emergency Duties** (MED) **A3**.

- After completing P1 and P2 each member must participate in a *Ride Check* or SAR Exercise once every 5 years to remain current.

- *Ride Checks* and SAR Exercises are evaluations of crew on skills required to be an effective SAR Unit. Evaluations are carried out by CCGA C&A Instructors.

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Additional/Optional Training

- CCG Auxiliary Instructor Course
  - Possibility to become a designated P1/P2 Instructor for CCG Aux C&A
  - Candidates selected through application
  - Limited Courses offered – based on regional/local needs
  - Courses are provided by CCG Aux C&A Lead Instructors

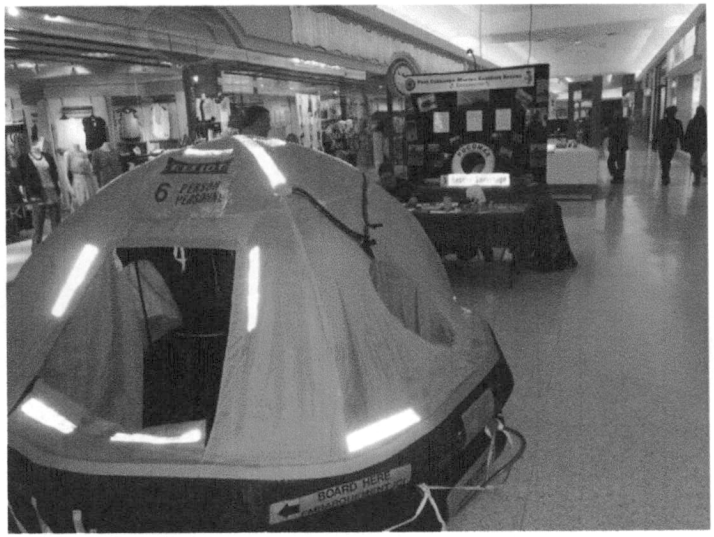
- Exercises - Joint Training with CCG
  - Icebreakers when in port
  - Exercise Teams visiting Hamlet



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Other Ways to be Involved

- Promote SAR Awareness / Safety in community, at schools
- Provide Pleasure Craft Courtesy Checks to other vessels in the community
- Attend the District Meetings
- On-going routine training within the unit



SAR Awareness display at Unit's local mall

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Insurance Coverage

- Vessel Coverage
  - Applies to any vessel enrolled in the CCG Aux while on authorized activities
    - SAR Missions, Training, Exercising and Meetings
  - Covers both vessel and equipment
  - Unit Leader responsible for submitting annual Vessel Valuation to CCG Auxiliary C&A Inc. Head Office

- Member Coverage
  - Applies to any member while on authorized CCG Auxiliary activity:
    - SAR Mission, Training, Exercising and Meetings
  - Paperwork is completed and submitted with application to join CCGA C&A
  - Provides protection against accidental death, dismemberment, paralysis, permanent total disability and temporary total disability

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Arctic SAR Project - Element #2

CCG / CCGA – implement operational CCG Aux SAR units in Arctic

- Objective – to enhance maritime SAR response capacity throughout the Arctic and ensure that **volunteers** are properly **trained**, **insured** and **tasked** through a Joint Rescue Coordination Centre and **reimbursed** for costs associated to their marine SAR activities.

- Operational Funding – as of 2016, $1 million / year to CCG Auxiliary for Arctic SAR; permits CCG to develop new or support existing marine SAR resources operating in Arctic communities as CCG Auxiliary SAR Units.

- Vessel Funding – as of 2017, $1 million / year for 4 years to provide vessels as community owned CCG Auxiliary SAR units.



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Next Steps

- Search and Rescue Societies
- Recruitment in the CCGA
- Community Boats Program Application
- CCGA Phase 1&2 Training (SVOP - MED A3)

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2018-19: $300,000 in G&Cs OPP Funding for CCGA Arctic Chapter - WEIGHTED SCORE FUNDING MODEL TEMPLATE

Purpose of funding (ongoing beginning 2018-19):
- Support on-going growth, training, exercising and operations of Arctic Auxiliary community units.
- $300K to be split between Quebec (Nunavik), C&A (Inuvialuit, Nunavut) and Newfoundland (Nunatsiavut)
- This is in addition to the ongoing $500K ($300K for C&A, $200K for QC) World Class funding for "Arctic Expansion" that has already been allocated as per 2018-19 Business Plan submissions.

***Definition of Arctic Unit/community:** A group of CCGA members, operating community, and/or owner operated boats that provide services to the same geographical area in Canadian Waters (as defined in the appropriate Contribution Agreement)

Instructions for Superintendents: Please answer the following questions based on where you estimate your respective CCGA Region will be by the end of 2018-19 (ie. March 31, 2019)

				CCGA-QUEBEC		CCGA-C&A		CCGA-NEWFOUNDLAND	
	Questions	Rating Guide		Answer	Amount of Points Awarded	Answer	Amount of Points Awarded	Answer	Amount of Points Awarded
1	How many Arctic Communities* are expected in the CCGA Region by the end of the fiscal year?	100	Points per Arctic unit/community*	8	800	15	1,500	5	500
2	How many of the Arctic Communities will be new in 2018-19?	300	Points per new Arctic unit/community	6	1,800	4	1,200	4	1,200
3	How many of the Arctic Communities are previously existing in 2018-19 (ie. just require maintenance)?	50	Points per existing Arctic unit/community	2	100	11	550	1	50
4	How many boats to be used by the Auxiliary are expected across all Arctic Communities in the CCGA Region by the end of the fiscal year?	20	Points per boat	8	160	19	380	10	200
5	How many Auxiliary members will there be across the Arctic units/communities in the CCGA Region by the end of the fiscal year?	5	Points per member	100	500	150	750	30	150
6	What is the 5 year average number of CCGA SAR cases across all the Arctic units/communities in the CCGA Region?	10	Points per CCGA SAR case	12	120	20	200	27	270
7	How many trips will be required by Auxiliary members to visit the Arctic units/communities in the CCGA Region (ex. Training, engagement)?	50	Points per trip required	3	150	6	300	3	150
8	How many of the Arctic unit/community members will require training in the Region?	20	Points per member that requires training	60	1,200	90	1,800	30	600
9	How many Arctic unit/community members will be attending exercises in the Region?	20	Points per member that will be attending exercises	35	700	45	900	4	80
10	Does the CCGA Region receive other funding for Arctic operations (ex. World Class Arctic Expansion funding)?	0	Yes	Yes	0	Yes	0	No	500
		500	No						
				TOTAL POINTS (QC)	5,530	TOTAL POINTS (C&A)	7,580	TOTAL POINTS (NL)	3,700

* Note for Newfoundland (H. Vardy): This is the 5 year average based on 10 years of data (2007-2016) 274 incidents /10 = 27.4 incidents. As previously discussed this is the number of SAR cases not CCGA taskings. I do not feel it is fair to compare CCGA taskings as we were not funded to build upon CCGA membership from World class at C&A and Quebec. This is our first source of funding with OPP.

POINTS GRAND TOTAL	16,810

TOTAL ALLOCATION	$ 300,000

	Quebec	C&A	Newfoundland	TOTAL
Percentage based on points	33%	45%	22%	100%
Allocation based on percentage	$98,691	$135,277	$66,032	$300,000.00

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2018-19 - 300,000 $ du financement du plan de protection des océans (PPO) est contribué à la section de l'Arctique - Gabarit pour le modèle de financement par note pondéré

Le but du financement (financement actuel et celui débutant en 2018-19):
- Soutenir la croissance, la formation, l'exercice et le fonctionnement continus des unités communautaires de l'Arctique auxiliaire.
- 300 000 $ à diviser entre le Québec (Nunavik), le Centre et Arctique (Inuvialuit, Nunavut) et Terre-Neuve (Nunatsiavut)
- En plus du financement de classe mondiale de 500, 000 $ soit (300, 000 $ pour Centre et Arctique et 200, 000 $ pour le Québec) cette somme additionnelle sera utiliser pour « le développement de l'arctique»

Instructions pour les surintendants: Veuillez répondre aux questions suivantes en estimant la position qu'occupera la région d'ici la fin de 2018-2019 (c.-à-d par le 31 mars 2019) "

				QUÉBEC		CENTRE ET ARCTIQUE		TERRE-NEUVE	
	Questions	Guide de classement		Réponse	Nombre de points attribués	Réponse	Nombre de points attribués	Réponse	Nombre de points attribués
1	Combien d'unités / de communautés de l'Arctique * y aura-t-il dans la région de la GCAC d'ici la fin de l'année financière?	100	Points par unité/communauté de l'Arctique *		0		0		0
2	Combien d'unités / de communautés de l'Arctique seront nouvelles en 2018-2019?	300	Points par nouvelle unité/communauté de l'Arctique *		0		0		0
3	Combien d'unités / de communautés de l'Arctique existent déjà en 2018-2019 (c'est-à- dire qui ont seulement besoin d'entretien)	50	Points par unité/communauté de l'Arctique déja existante		0		0		0
4	Combien de bateaux auxiliaires y aura-t-il dans toutes les unités / communautés de l'Arctique dans la région de la GCAC d'ici la fin de l'année financière?	20	Points par bateau		0		0		0
5	Combien y aura-t-il de membres auxiliaires dans les unités / communautés de l'Arctique faisant partie de la GCAC d'ici la fin de l'année financière?	5	Points par membre		0		0		0
6	Combien de zones de recherches et sauvetage les unités / communautés de l' Arctique couvriront-elles dans la région de la GCAC d'ici la fin de l'année financière?	50	Points par zone de R-S		0		0		0
7	Quel est le nombre moyen d'incidents de recherche et sauvage sur une période de cinq ans couvriront les unités / communautés de l'Arctique dans la région de la GCAC?	10	Points par incident de recherche et sauvetage pour la GCAC		0		0		0
8	Combien de voyages les membres auxiliaires devront-ils effectuer pour visiter les unités / communautés de l'Arctique pour la région de la GCAC (par exemple, formation, participation)?	50	Point par voyage requis		0		0		0
9	Combien de membres par unités / communautés de l'Arctique auront besoin d'une formation dans la région?	20	Points par membres qui ont besoin de formation		0		0		0
10	Combien de membres des l'unités / communautés de l'Arctique participeront à des exercices dans la région?	20	Points par membres qui assisteront aux exercices		0		0		0
11	Est-ce que votre région reçoit des fonds additionnels pour les opérations de l'Arctique (par exemple, de l'aide financière pour le développement de l'Arctique de classe mondiale)?	0	Yes		200		200		200
		200	No						
				TOTAUX des POINTS (Québec)	200	TOTAUX des POINTS (Centre et Arctique)	200	TOTAUX des POINTS (Terre-Neuve)	200

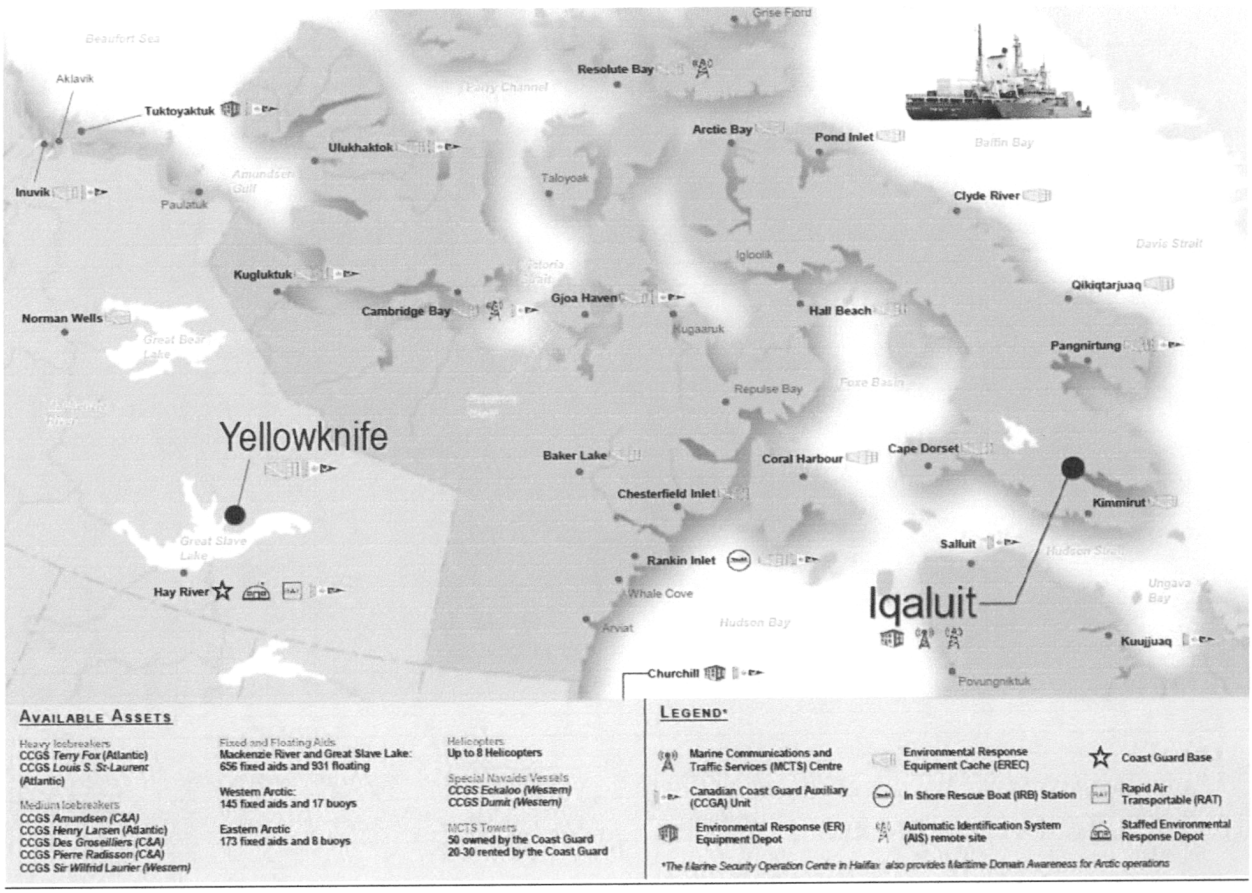
GRAND TOTAUX des POINTS	600
TOTAUX des AFFECTATIONS	$ 300,000

	QUÉBEC	CENTRE ET ARCTIQUE	TERRE-NEUVE	TOTAUX
Pourcentage basé sur les points	33%	33%	33%	100%
Répartition des fonds en fonction du pourcentage	$100,000.00	$ 100,000.00	$ 100,000.00	$ 300,000.00

*** Définition de l'unité ou de la communauté de l'arctique:** Un groupe de membres de la GCAC, d'une communauté d'exploitation et / ou de propriétaires exploitant des services dans la même zone géographique des eaux canadiennes (tel que défini dans l'accord de contribution approprié)

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Communities Arctic Region Visits Program 2019



Proposed Visits list

Arviat	Arctic Bay	Cape Dorset	Chesterfield Inlet
Clyde River	Coral Harbour	Gjoa Haven	Hall Beach
Igloolik	Kuugaruk	Pond Inlet	Whale Cove
Naujaat	Paulatuk		

Pangnirtung - CCGA	Rankin Inlet – CCGA	Kugluktuk – CCGA	Cambridge Bay – CCGA
Gjoa Haven – CCGA	Ulukhatotok		

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Sun	Mon	Tue	Wed	Thu	Fri	Sat
January 2019						
		1.	2.	3.	4.	5.
6.	7. Travel North	8. ER SAR Expansion meeting Arctic Region – Location Iqaluit	9. Travel South	10. Arctic Region Meeting Burlington RHIOT School	11. Arctic Region Meeting Burlington RHIOT School	12.
13.	14.	15.	16.	17.	18.	19.
20.	21.	22. Trenton TTX Accipiter Radar -	23. Trenton TTX Accipiter Radar	24. Travel to Toronto CCGA workshop	25. CCGA workshop Toronto	26. CCGA BOD meeting
27. CCGA BOD meeting	28.	29.	30. Charter #1 Eastern Arctic	31. Charter #1 Eastern Arctic		

Program Description

January 8th

Meeting Iqaluit NU – discussion points ER, SAR, SAR and ER Training Exercise in northern training facilities
Participants Randy Pitman, Peter Garapick, Martin Blouin, Laura Blais, Mark Gagnon additional agencies TBD

January 10th - 11th

Arctic Region Meeting RHIOT School Burlington
discussion points TBD – Call with new AC Arctic Region?
Peter Garapick, Mark Gagnon, Steve Thompson

January 22nd - 23rd

Trenton TTX Accipiter Radar Table top exercise JRCC Bug Out site
Discussion Points three one hour scenarios designed to test the functional application of the Accipiter Radar Program.
Participants Peter Garapick, Mark Gagnon, Chris Armour, Mark Coultis?, Greg Meaker, Adrienne Turnbull, Three company reps from Accipiter additional persons TBD

Hotel information - Townplace Suites Belleville ON
Contact number – 613 779 1212 - Address 400 Bell Blvd Belleville ON
Reservation Numbers -

January 24th - 27th

CCGA Workshop Toronto ON – The Glen Erin Inn 1695 the Collegeway Mississauga ON 905 828 6103
Discussion points - strategic planning meeting CCGA
Participants CCG and CCGA members of the Board of Directors.

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February 2019						
					1. Charter # 1 Easter Arctic	2. Charter #1 Eastern Arctic
3. Charter # 1 Eastern Arctic	4. Charter # 1 Eastern Arctic	5. Charter # 1 Eastern Arctic	6. Charter # 1 Eastern Arctic	7.	8.	9.
10.	11.	12.	13 Charter # 2 Central Arctic.	14. Charter # 2 Central Arctic	15. Charter # 2 Central Arctic	16. ★
17. Charter # 2 Central Arctic	18. Charter # 2 Central Arctic	19. Charter # 2 Central Arctic	20. Charter # 2 Central Arctic	21. ★ Charter # 2 Central Arctic	22. Charter # 2 Central Arctic	23.
24. ★	25. Charter #3 Northern Quebec ACEET interviews Steve / Mark	26. Charter #3 Northern Quebec ACEET interviews Steve / Mark	27 Charter #3 Northern Quebec ACEET interviews Steve / Mark	28. Charter #3 Northern Quebec ACEET interviews Steve / Mark		

Program Description

Charter # 1 Eastern Arctic

- Iqaluit proposed CCGA unit spring 2019
- Pangnirtung CCGA unit
- Qikiqtarjuaq – Visits program and CCGA Expansion
- Clyde River – New CCGA unit
- Pond Inlet – Visits program and CCGA Expansion
- Arctic Bay – CCGA Expansion program and Visits program
- Kimmirut – will require a separate flight due to the short takeoff and landing requirements of the airfield.
- Arviat – CCGA Expansion and Visits program (very limited interest from the SAO CCGA will continue to contact and attempt to move this file forward)
- Igloolik – CCGA Expansion and Visits Program (CCGA to due follow up on the status of the SAR society and membership in the CCGA) (CCGA to due follow up on the status of the SAR society and membership in the CCGA)
- Hall Beach – CCGA Expansion Program and Visits program

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Charter # 2 Central Arctic

- Iqaluit start of charter only, charter will depart on the same day as the arrival of the CCG/CCGA team – Ottawa overnight February 13th morning flight to Iqaluit b
- Chesterfield Inlet
- Coral Harbour
- Whale Cove
- Naujaat
- Cape Dorset
- Kuugaruk

Charter # 3 Northern Quebec Nunavik

- Kuujjuaq – CCGA unit Visits Program
- Kangirsuk – CCGA unit Visits Program
- Salluit – CCGA unit Visits Program
- Puvirnitug – CCGA Expansion
- Umiujaq – CCGA unit Visits Program

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March 2019						
					1. Charter #3 Northern Quebec ACEET interviews Steve / Mark	2. Charter #3 Northern Quebec
3.	4. Charter #5 Cree Nations Charter James Bay ACEET interviews Steve / Mark	5. Charter #5 Cree Nations Charter James Bay ACEET Interviews Steve / Mark	6. Charter #5 Cree Nations Charter James Bay ACEET Interviews Steve / Mark	7. Charter #5 \Cree Nations Charter James Bay ACEET Interviews Steve / Mark	8. Charter #5 \Cree Nations Charter James Bay ACEET Interviews Steve / Mark	9.
10.	11.	12.	13.	14. CCGA/CCG Arctic planning meeting – vessel delivery program Edmonton	15. CCGA/CCG Arctic planning meeting - vessel delivery program Edmonton	16. Travel to Yellowknife
17. Charter #4 Western Arctic NWT	18. Charter #4 Western Arctic NWT	19. Charter #4 Western Arctic NWT	20. Charter #4 Western Arctic NWT	21. Charter #4 Western Arctic NWT	22. Charter #4Western Arctic NWT	23. Arctic District Meeting Charter #4 Western Arctic NWT – CCGA
24. Charter #4 Western Arctic NWT – CCGA Arctic District Meeting	25.	26.	27.	28.	29.	30.
31.						
Program Description						

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Charter #4 Western Arctic

- Yellowknife – CCGA unit
- Inuvik – CCGA Unit (staging area for flights to other communities)
- Aklivik – CCGA Expansion and Visits program, has and non-operational CCGA unit
- Tuktoyaktuk – CCGA unit – non-operational due to vessel
- Ulukhaktok - CCGA unit Visits program, new Boats program vessel
- Paulatuk – CCGA expansion and Visits program.
- Kugluktuk – CCGA unit, Visits program
- Hay River – CCGA Arctic District annual meeting. (contact Randy Pitman for tour of new marine training school)

Cree Nations James Bay Coast Charter #5 March 4th?

- Eastmain - CCGA Expansion and Visits Program
- Chiasasibi – CCGA Expansion and Visits Program
- Whapmagoostul – CCGA Expansion Program and Visits Program
- Wemindji – CCGA Expansion Program and Visits Program
- Waskaganish – CCGA Expansion and Visits Program

Peter Garapick to complete Cree Nations James Bay Charter with CCGA Quebec and members of the Cree Outfitting & Tourism Association, this charter will run on the same dates as the Western Arctic Charter # 5

Charter 1 - Eastern Arctic Baffin Island

Contact information

Hotels

Charter # 2 Central Arctic

Contact information

Hotels

Charter – Cree Nations James Bay

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Contact Information

- [redacted] Cree Outfitting and Tourism 418 745 2220 Ext [redacted]
- [redacted] 418 745 4222 Ext [redacted]

Hotels

s.19(1)

Charter #3 – Northern Quebec Nunavik

Contact Information

Hotels

Charter 4 – Western Arctic & Arctic District Meeting

Contact Information

Hotels

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Gagnon, Mark

From: Kubat, Ivana <Ivana.Kubat@nrc-cnrc.gc.ca>
Sent: January-14-19 12:00 PM
To: Garapick, Peter; Gagnon, Mark
Subject: RE: Arctic Trips - Opportunities to Engage Communities

Thank you Peter, I will reply to Mark before the end of this week. Please let me know in case you need the response earlier.

Ivana

From: Garapick, Peter [mailto:Peter.Garapick@dfo-mpo.gc.ca]
Sent: Monday, January 14, 2019 11:55 AM
To: Liu, Jesse <Jesse.Liu@dfo-mpo.gc.ca>; Kubat, Ivana <Ivana.Kubat@nrc-cnrc.gc.ca>; Landry, Jean-Sebastien <Jean-Sebastien.Landry@dfo-mpo.gc.ca>; Hare, James <James.Hare@dfo-mpo.gc.ca>; Clarke, Yasmine <Yasmine.Clarke@dfo-mpo.gc.ca>; 'Shannon Laird' <shannon@ccga-ca.com>; Louis Melançon <melanconl@gcac-q.ca>; Boriel, Michele <Michele.Boriel@dfo-mpo.gc.ca>; Weiss Reid, Joanne <Joanne.WeissReid@dfo-mpo.gc.ca>; Blais, Laura <Laura.Blais@dfo-mpo.gc.ca>; Thurner, Pauli <Pauli.Thurner@dfo-mpo.gc.ca>; Richards, Edrich <Edrich.Richards@dfo-mpo.gc.ca>; Blakeston, Connie <Connie.Blakeston@dfo-mpo.gc.ca>; Bergeron, Mathieu <Mathieu.Bergeron@dfo-mpo.gc.ca>; Rimmer, Jason <Jason.Rimmer@dfo-mpo.gc.ca>; Jollez, Katia <Katia.Jollez@dfo-mpo.gc.ca>; Roy, Gordon <Gordon.Roy@dfo-mpo.gc.ca>; Joly, Xavier-JC (MTL) <Xavier.Joly2@dfo-mpo.gc.ca>
Cc: Thompson, Steve A <Steve.Thompson2@dfo-mpo.gc.ca>; Gagnon, Mark <Mark.Gagnon@dfo-mpo.gc.ca>; Deroon, Lisa <Lisa.Deroon@dfo-mpo.gc.ca>; North, John <John.North@dfo-mpo.gc.ca>; O'Rourke, Neil <Neil.O'Rourke@dfo-mpo.gc.ca>
Subject: Arctic Trips - Opportunities to Engage Communities

Hello everyone,

We now have a proposed schedule for 5 trips to Arctic communities using chartered aircraft that will take place in late January through to the end of March.
These trips are paid for with OPP Project funds thus topics for the engagement sessions certainly will involve those project related issues.
However, our goal with these trips is to have a multifaceted discussion and topics will include not only the presentation of CGA SAR Expansion, Community Boats, RAMSARD, IRB North as well as ER Awareness (training, exercising, role for CGA) and possible jobs in CCG (Fleet, IRB, MCTS) but also other topics that should be of interest to a community.

And that is the key for success – we must present our topics, our areas of expertise 180 degrees from what is normal. Instead of us telling a community what we are doing, we need to think from the community perspective and present the benefits for the community of the service or concept for which we are responsible and ask if they agree with what we see as benefits and if they can suggest better or the best ways we can work together. I would like to have a cohesive presentation plan from those on the trips with this perspective in mind. Please put some thought into this now.

There are limited seats on each trip therefore there are no guarantees that you will be on all of them, any of them or the ones you want, but we will try our best and we do not "oversell" flights.
Here is the itinerary – and it is subject to change. Lastly, depending if your role is directly related to OPP Projects, your entire travel costs can be covered by the OPP funds. Will confirm with each of you when your participation is confirmed.

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Trip #1 Eastern Arctic - January 30th-February 6th

- Iqaluit
- Pangnirtung
- Qikiqtarjuaq
- Clyde River
- Pond Inlet
- Arctic Bay
- Kimmirut

Trip # 2 Central Arctic - February 13th-22nd

- Iqaluit (start of charter only)
- Chesterfield Inlet
- Coral Harbour
- Whale Cove
- Naujaat
- Cape Dorset
- Kuugaruk

Trip # 3 Nunavik - February 25th-28th (locations subject to chance due to operational requirements)

- Kuujjuaq
- Kangirsuk
- Salluit
- Puvirnituq
- Umiujaq
- (possible trip to Sanikiluaq)

Trip #4 Western Arctic - March 17th-22nd

- Yellowknife
- Inuvik
- Aklavik
- Tuktoyaktuk
- Ulukhaktok
- Paulatuk
- Kugluktuk

Trip #5 - Cree Nations James Bay Coast March 4th- 8th (or Feb 24th-March 1st)

- Eastmain
- Chisasibi
- Whapmagoostui (Kuujjuarapik)
- Wemindji
- Waskaganish
- (possible trip to Sanikiluaq)

In your reply to confirm your flights of interest, please reply to me and Mark Gagnon, the "Flight Director".

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Thank you,

Peter Garapick

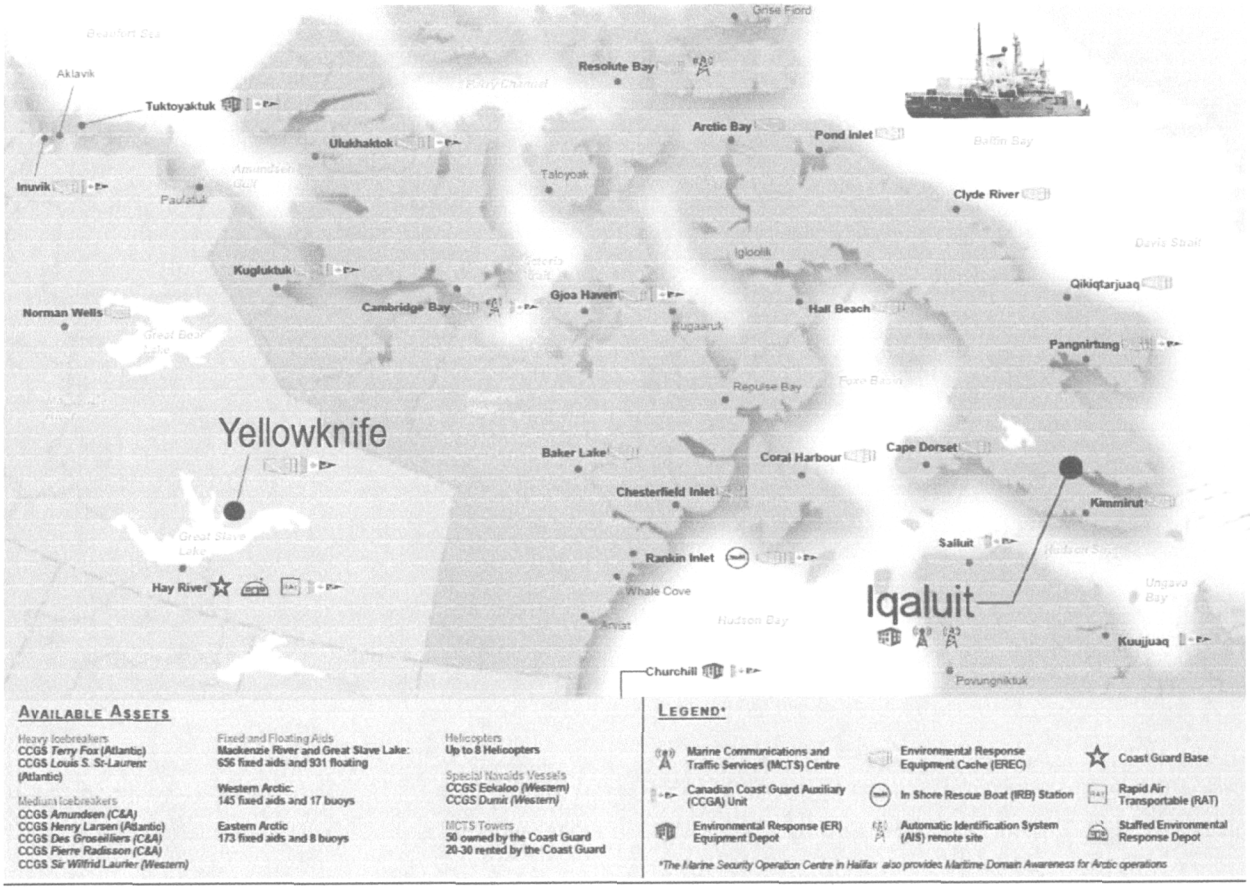
Senior Advisor - Arctic Operations | *Conseiller principal - opérations de l'Arctique*
Canadian Coast Guard | *Garde côtière canadienne*
Arctic Region | *Région de l'Arctique*

Cell/*portable*:
e-mail/*courriel*: peter.garapick@dfo-mpo.gc.ca
Arctic Region | *Région du de l'Arctique*
Fisheries and Oceans Canada | *Pêches et Océans Canada*
520 Exmouth Street SARNIA ON N7T 8B1 |*520 rue Exmouth SARNIA ON N7T 8B1*
Government of Canada | *Gouvernement du Canada*

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Communities Arctic Region Visits Program 2019



Proposed Visits list

Arviat	Arctic Bay	Cape Dorset	Chesterfield Inlet
Clyde River	Coral Harbour	Gjoa Haven	Hall Beach
Igloolik	Kuugaruk	Pond Inlet	Whale Cove
Naujaat	Paulatuk		

Pangnirtung - CCGA	Rankin Inlet – CCGA	Kugluktuk – CCGA	Cambridge Bay – CCGA
Gjoa Haven – CCGA	Ulukhatotok – CCGA	Inuvik – CCGA	

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Sun	Mon	Tue	Wed	Thu	Fri	Sat
January 2019						
		1.	2.	3.	4.	5.
6.	7. Travel North	8. ER SAR Expansion meeting Arctic Region – Location Iqaluit	9. Travel South	10. Arctic Region Meeting Burlington RHIOT School	11. Arctic Region Meeting Burlington RHIOT School	12.
13.	14.	15.	16.	17.	18.	19.
20.	21.	22. Trenton TTX Accipiter Radar -	23. Trenton TTX Accipiter Radar	24. Travel to Toronto CCGA workshop	25. CCGA workshop Toronto	26. CCGA BOD meeting
27. CCGA BOD meeting	28.	29. Travel to Ottawa - overnight	30. Charter #1 Eastern Arctic Depart Ottawa 09:15 – arrive Iqaluit 12:25 Depart Iqaluit 13:30 – arrive Pangnirtung 14:30 – overnight	31. Charter #1 Eastern Arctic Depart Pangnirtung 09:00 – arrive Qikiqtarjuaq – 09:40 Depart Qikiqtarjuaq 13:30 – arrive Clyde River		

Program Description

January 8th

Meeting Iqaluit NU – discussion points ER, SAR, SAR and ER Training Exercise in northern training facilities
Participants Randy Pitman, Peter Garapick, Martin Blouin, Laura Blais, Mark Gagnon additional agencies TBD

January 10th - 11th

Arctic Region Meeting RHIOT School Burlington
Discussion points TBD – Call with new AC Arctic Region?
Peter Garapick, Mark Gagnon, Steve Thompson

January 22nd - 23rd

Trenton TTX Accipiter Radar Table top exercise JRCC Bug Out site
Discussion Points three one hour scenarios designed to test the functional application of the Accipiter Radar Program.
Participants Peter Garapick, Mark Gagnon, Chris Armour, Mark Coultis?, Greg Meaker, Adrienne Turnbull, Three company reps from Accipiter additional persons TBD

Hotel information - Townplace Suites Belleville ON

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Contact number – 613 779 1212 - Address 400 Bell Blvd Belleville ON
Reservation Numbers -

January 24th - 27th
CCGA Workshop Toronto ON – The Glen Erin Inn 1695 the Collegeway Mississauga ON 905 828 6103
Discussion points - strategic planning meeting CCGA
Participants CCG and CCGA members of the Board of Directors.

EVERYONE to be checked in at the Glenerin Inn by 5:30pm and prepared for our team dinner at 6:30pm.

Thursday January 24, 2019	Strategic planning	Mandatory team dinner 6:30pm
Friday January 25, 2019	Strategic planning	breakfast at 8:00, meeting starts at 8:30am
Saturday January 26, 2019	Strategic planning	breakfast at 8:00, meeting starts at 8:30am
Sunday January 27, 2019	Board meeting	breakfast at 8:00, meeting starts at 8:30am

All meals will be provided throughout the weekend with dinners on Friday and Saturday at 6:00pm

January 30th – February 5th
Charter #1 Eastern Arctic Baffin Island – January 31st community meeting Pangnirtung Hamlet Office 15:30 – meeting with CCGA unit leader evening at hotel – overnight
Discussions points – expansion of the CCGA – Community Boats - TBD

February 2019						
					1. Charter # 1 Easter Arctic — depart Clyde River 08:30 – arrive Pond Inlet 09:45 Inlet – depart Pond Inlet arrive Arctic Bay 14:15 – overnight	2. Charter #1 Eastern Arctic — Depart Arctic Bay 09:00 arrive Iqaluit 12:00
3. Charter # 1 Eastern Arctic — Down day Iqaluit complete trip reports	4. Charter # 1 Eastern Arctic — Depart Iqaluit Kenn Borek Air 10:00 arrive Kimmirut 10:45 depart Kimmirut	5. Charter # 1 Eastern Arctic — Meetings with NEM Iqaluit – depart Iqaluit 13:45 First Air to Ottawa	6. Charter # 1 Eastern Arctic — Travel Home	7.	8.	9.

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	14:00 arrive Iqaluit 15:00					
10.	11.	12.	13	14.	15.	16. ★
17. Charter #2 Central Arctic – Ottawa Overnight	18. Charter # 2 Central Arctic	19. Charter # 2 Central Arctic	20. Charter # 2 Central Arctic	21. ★ Charter # 2 Central Arctic	22. Charter # 2 Central Arctic	23. Travel South
24. ★	25.	26.	27	28.		

Program Description

Charter # 1 Eastern Arctic

- Iqaluit proposed CCGA unit spring 2019
- Pangnirtung CCGA unit
- Qikiqtarjuaq – Visits program and CCGA Expansion
- Clyde River – New CCGA unit
- Pond Inlet – Visits program and CCGA Expansion
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- Hall Beach – CCGA Expansion Program and Visits program

Charter # 2 Central Arctic

- Iqaluit start of charter only, charter will depart on the same day as the arrival of the CCG/CCGA team – Ottawa overnight February 18th morning flight to Iqaluit
- Cape Dorset - February 18th overnight
- Coral Harbour - February 19th
- Whale Cove February 19th overnight
- Naujaat – February 20th
- Kuugaruk - February 20th overnight
- Iqaluit – February 21st end charter

Charter # 3 Northern Quebec Nunavik – date needs to be changed

- Kuujjuaq – CCGA unit Visits Program
- Kangirsuk – CCGA unit Visits Program

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- Salluit – CCGA unit Visits Program
- Puvirnitug – CCGA Expansion
- Umiujaq – CCGA unit Visits Program

March 2019						
					1.	2.
3.	4. Charter #3 Nunavik	5. Charter #3 Nunavik	6. Charter #3 Nunavik	7. Charter #3 Nunavik	8. Charter #3 Nunavik	9.
10.	11.	12.	13.	14. CCGA/CCG Arctic planning meeting – vessel delivery program Edmonton	15. CCGA/CCG Arctic planning meeting - vessel delivery program Edmonton	16. Travel to Yellowknife
17. Charter #4 Western Arctic NWT	18. Charter #4 Western Arctic NWT	19. Charter #4 Western Arctic NWT	20. Charter #4 Western Arctic NWT	21. Charter #4 Western Arctic NWT	22. Charter #4Western Arctic NWT	23. Arctic District Meeting Charter #4 Western Arctic NWT – CCGA
24. Charter #4 Western Arctic NWT – CCGA Arctic District Meeting	25. Travel South and home	26.	27.	28.	29.	30.
31.						

Program Description

<u>Charter #4 Western Arctic</u>

- Yellowknife – CCGA unit
- Inuvik – CCGA Unit (staging area for flights to other communities)

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- Aklivik – CCGA Expansion and Visits program, has and non-operational CCGA unit
- Tuktoyaktuk – CCGA unit – non-operational due to vessel
- Ulukhaktok - CCGA unit Visits program, new Boats program vessel
- Paulatuk – CCGA expansion and Visits program.
- Kugluktuk – CCGA unit, Visits program
- Hay River – CCGA Arctic District annual meeting. (contact Randy Pitman for tour of new marine training school)

Cree Nations James Bay Coast Charter #5 March 4th?

- Eastmain - CCGA Expansion and Visits Program
- Chiasasibi – CCGA Expansion and Visits Program
- Whapmagoostul – CCGA Expansion Program and Visits Program
- Wemindji – CCGA Expansion Program and Visits Program
- Waskaganish – CCGA Expansion and Visits Program

Peter Garapick to complete Cree Nations James Bay Charter with CCGA Quebec and members of the Cree Outfitting & Tourism Association, this charter will run on the same dates as the Western Arctic Charter # 5

Charter 1 - Eastern Arctic Baffin Island

Contact information

Hotels

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Charter # 2 Central Arctic

Contact information

Hotels

Charter – Cree Nations James Bay

Contact Information

- [redacted] Cree Outfitting and Tourism 418 745 2220 Ext [redacted]
- [redacted] 418 745 4222 Ext [redacted]

Hotels

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Charter #3 – Northern Quebec Nunavik

Contact Information

Hotels

Charter 4 – Western Arctic & Arctic District Meeting

Contact Information

Hotels

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Canadian Coast Guard Community Visits Program 2019

Charter one January 30th 2019 – February 3rd Pangnirtung, Qik, Pond Inlet, Arctic Bay completed communities scheduled but not complete on transit Clyde River, and Kimmirut NU

Clyde River NU

This location was a scheduled on this charter; however the location was scrubbed due to time constraints and additional time spent on the ground in Qik

The following programs and visits are being planned for this location.

- Phase one and two in class training to take place this winter in the community, this will be followed up by the on water training program this spring that will complete the training program for the CCGA unit.
- Two member of the unit will be taking part in the Arctic district meeting that will take place in Hay River NWT March 23rd/24th
- Installation of new navigational and communications equipment under Indigenous Community Boats Program (ICBP) will be scheduled prior to the operational season.

Kimmirut NU

This planned visit to this location was not completed as scheduled due to the lack of and aircraft on the ground at the time of departure, the company was contact and it would have taken substernal time have the aircraft return to Iqaluit this would have put us on the ground in Kimmirut well past the time of the arranged meeting with the community. After discussions with the SAO in Kimmirut it was decided that the meeting should be postponed to a later date in February.

The second planned charter team will complete this visit on Friday February 22nd

Pangnirtung NU

January 30th 2019 - 15:00 local – Hamlet Office – Attendees 8 copies of sign in sheets located in file

Pangnirtung currently has a CCGA unit with only three members, the issue that has exist for a number of years is related to the lack willingness on behalf of the unit to expand into a community based CCGA unit.

Two member of the current CCGA unit were present at meeting along with members of the ground SAR teams and the HTO, the discussion was focused on the addition of new members and vessels to the current so that he community has the ability to respond to a tasking when the current CCGA vessels are not in port.

The current CCGA members have historically pushed back at the idea of expansion outside of the current unit, this was the main topic of discussion during the meeting, it was agreed that the unit would expand its membership and explore additional options as listed below.

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Moving Forward

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- The ground SAR members and the CCGA unit will move forward with the SAR society documents required to form and community based marine unit within Pangnirtung. This will include the current unit and vessels and members of the CCGA, the result of this will be one additional vessel and expanded membership in the community.
- Regional CCGA will cover the cost of the SAR society document and assist with the completion.
- The community based CCGA unit will then submit an application to the ICBP for the 2019 requesting a new SAR vessel.
- Completion of the membership documents will trigger membership training within the community, complete of program should be summer of 2019.

Additional connect will be made by the CCGA office to assist with the SAR Society documents and also the required membership form prior to the training program.

Pangnirtung January 30th 2019 Hamlet Office	
Name	Group or Position

Qikitarjjuaq NU

January 31st 2019 - 09:30 -11:00 – Qikitarjjuaq Community Hall – Attends 11 - copies of sign in sheets located in file

Qikitarjjuaq currently has person that are part of the Ground SAR program that have Transport Canada certification and are active in the commercial fishing industry. This would greatly decease the required training time within the community as the program can be reduced to the SAR components and the on water sections of the training.

Program Discussions

- SAR society application to be completed and sent to the GN, this must be completed for acceptance into the CCGA.
- CCGA memberships to be completed by the Ground SAR Group and others within the community, once this is completed the new units training will commence with a completion date of summer 2019.

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- Application to the ICBP for this fiscal year, the need for a larger SAR capable vessel is needed do
s.19(1) the location of the community and the open ocean conditions that are prevalent in this area.

Post meeting in Qikitarjjuaq contact will be continued be the CCGA for the applications required to move the program forward, this community should be online by summer of the 2019 with the completion of the training programs provide by the CCGA.

Qikitarjjuaq January 30th 2019 – Community Hall	
Name	Group / Position

Pond Inlet NU

January 31st 2019 - 19:00 - 21:00 – Pond Inlet Community Hall – Attendees 9 SAR Group with additional community member - copies of sign in sheets located in file

The Pond Inlet community meeting was well received by current Ground SAR member, the overall feeling of the community visits team is that the CCGA should be able to expand into this location, as with other communities the required documentation will be required to start the process for the expansion and training program.

Program Discussions

- Expansion of the CCGA into Pond Inlet was explained and process reviewed, the SAR Society and Membership documents will be completed with the assistance of the CCGA office
- The community has put forward two individuals that will take on the responsibility for the administration and CCGA unit leader for Pond Inlet.
- One vessel has been identified as a posable rescue vessel pending inspection, the vessel is a 20' Silver Dolphin and would require additional SAR equipment to become operational.
- The ICBP was discussed and the community was interested in pursuing this option for the 2019 season, the documents will be completed and sent to Ottawa pending the formation of the CCGA unit in Pond Inlet.

The community and the CCGA would benefit from the programs discussed during this visit as they are the start point for most of the traffic that is transiting the North West Passage, this community also fall within

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s.19(1) the new national park boundaries and will have the Arctic Guardian Program operational from this community which could be a sources of a second vessel for the CCGA program.

Pond Inlet January 31st 2019 – Community Hall	
Name	Group / Position

Arctic Bay NU

February 1st 2019 – Arctic Bay Hamlet Office Attendees 9 - copies of sign in sheets located in file

Note this meeting was attended by Qikiqtani Inuit Association (QIA) Guardians and the local SAR coordinator the remainder of the attendees were also members of the QIA Guardians program.

Program Discussions

- The QIA Guardian Program is looking to have members training for on water operations including SVOP, MEDA3 certification under TC. It was explained that is posable to complete however the person that are to take the training must become members of the CCGA to complete the training program due to restrictions that have be placed on the program by Transport Canada. Most in attendance agreed that joining the CCGA would be a benefit to the community.
- We will need to contact the lead for this program in Ottawa and see what steps have been taken to provide training to the Guardians as most though that the CCGA program would be provide and that it was already in the operational plan.
- One vessel has been identified in the community as a possible for the CCGA program, it is a 24' Silver Dolphin and is operated by the GN under the environment program, we may have to look at a MOU for use of this vessel for the CCGA moving forward. Suggest contact with GN in Iqaluit for use of this vessel.
- Some discussion took place regard the Coast Guard policy on not recovering equipment such as snow machines we persons are rescued from the ice or the land, it was explained that only he person is the priority in the rescue mission and not their equipment.

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Overall the meeting in Arctic Bay was productive and with continued action on this file by the CCGA and the CCG we should be successful in bring the CCGA to Arctic Bay.

Arctic Bay February 1st 2019 Hamlet Office	
Name	Group / Position

Iqaluit NU

When in Iqaluit we had discussions with and is interested in starting a new community based unit. Additional contact will be made with to provide additional information on the current programs.

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Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

Safety First, Service Always








Maritime Arctic SAR

February 2019

Canada

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Presentation Objectives

- Canadian Coast Guard
- Search and Rescue Program
- Canadian Coast Guard Auxiliary
- Arctic SAR review project outline

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CCG Overview

The Canadian Coast Guard (CCG) is rooted in the nation's culture as the leading organization tasked with ensuring the safety of our waterways and the people who travel on them



CCG has a mandate to:

- **Protect individuals navigating on Canadian waters**
- **Protect the environment from marine spills**
- **Support economic growth by being Canada's on-water economic enabler**
- **Ensure Canada's sovereignty and security by establishing a strong federal presence on the water**

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CCG Programs & Services

Preparedness and Response:

- **Environmental Response** – to ship-sourced or mystery spills in the marine environment
- **Marine Communications and Traffic Services** – monitor marine distress communications and relay calls to appropriate rescue centre for action
- **Search and Rescue** – marine incidents related to a vessel or person from a vessel

Marine Navigation:

- Icebreaking
- Aids to Navigation
- Waterways management
- E-navigation



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Canadian Coast Guard – Arctic Services

CCG contributes to Arctic sovereignty by transporting goods/supplies to northern communities and being a visible government marine presence in the Canadian North



- Escorting commercial ships through ice to ensure access to Northern communities
- Delivering food, cargo, and fuel to remote sites where commercial services are unavailable ensuring a reasonable standard of living in the Arctic
- Keeping mariners informed by broadcasting weather and ice information and navigational warnings
- Keeping mariners safe by coordinating response to search and rescue
- Protecting the environment by responding to pollution incidents north of 60
- Promote safe navigation, along with Canadian Hydrographic Services, through the provision of charts and aids to navigation

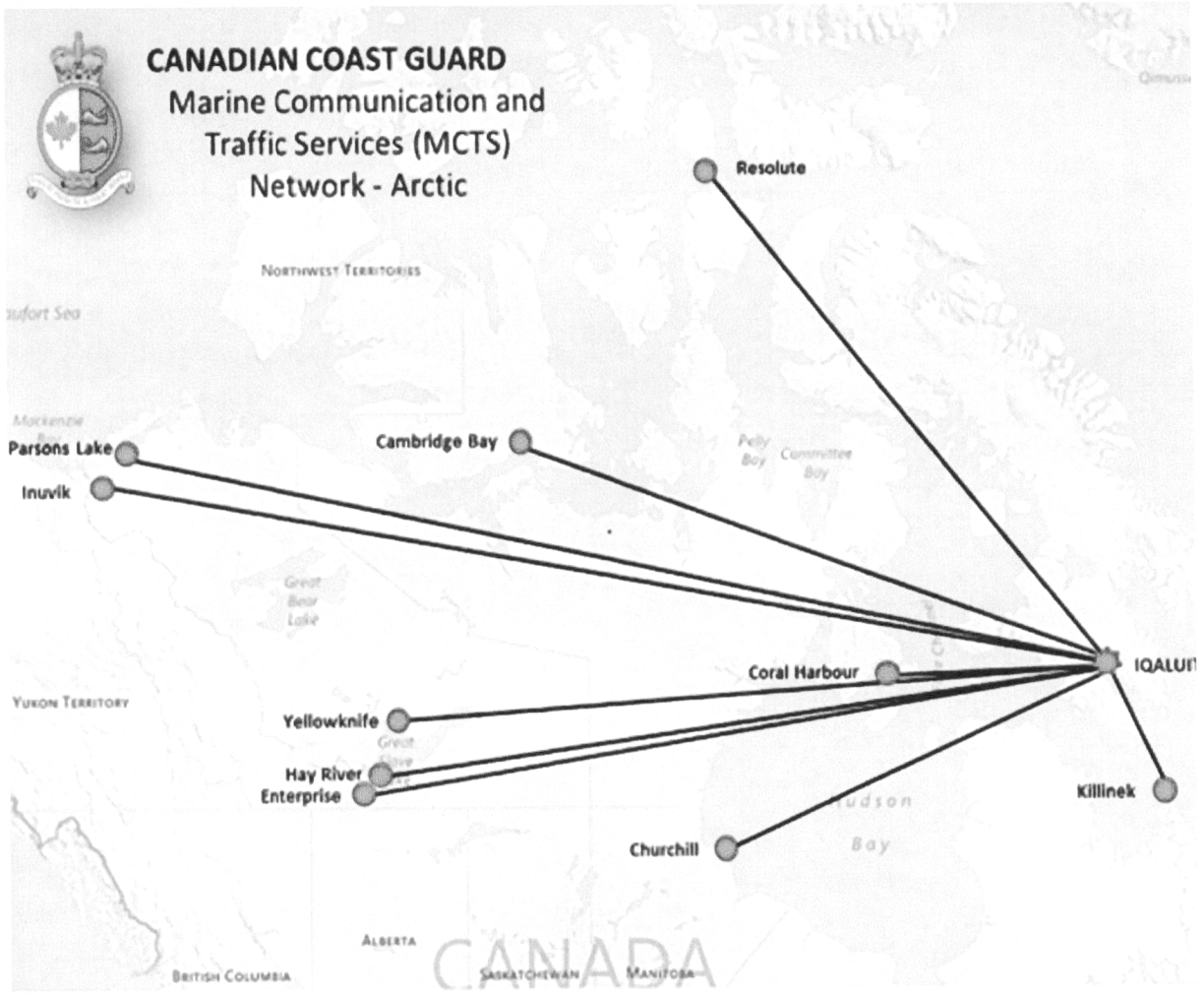
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Marine Communications and Traffic Services: Our Ears on the Water

Marine Communications and Traffic Services (MCTS) provide:

- NORDREG – shipping safety control zones
- NAVAreas – provides navigation and weather warnings
- Vessel Traffic Services (VTS)
- Distress Monitoring
- Iqaluit Marine Communication and Traffic Services Centre (MCTS) — from early May until the end of December



Challenges/opportunities

MCTS centre operates on a seasonal basis, eight months of the year.

As Arctic shipping season is extended, seasonal operation poses challenges.

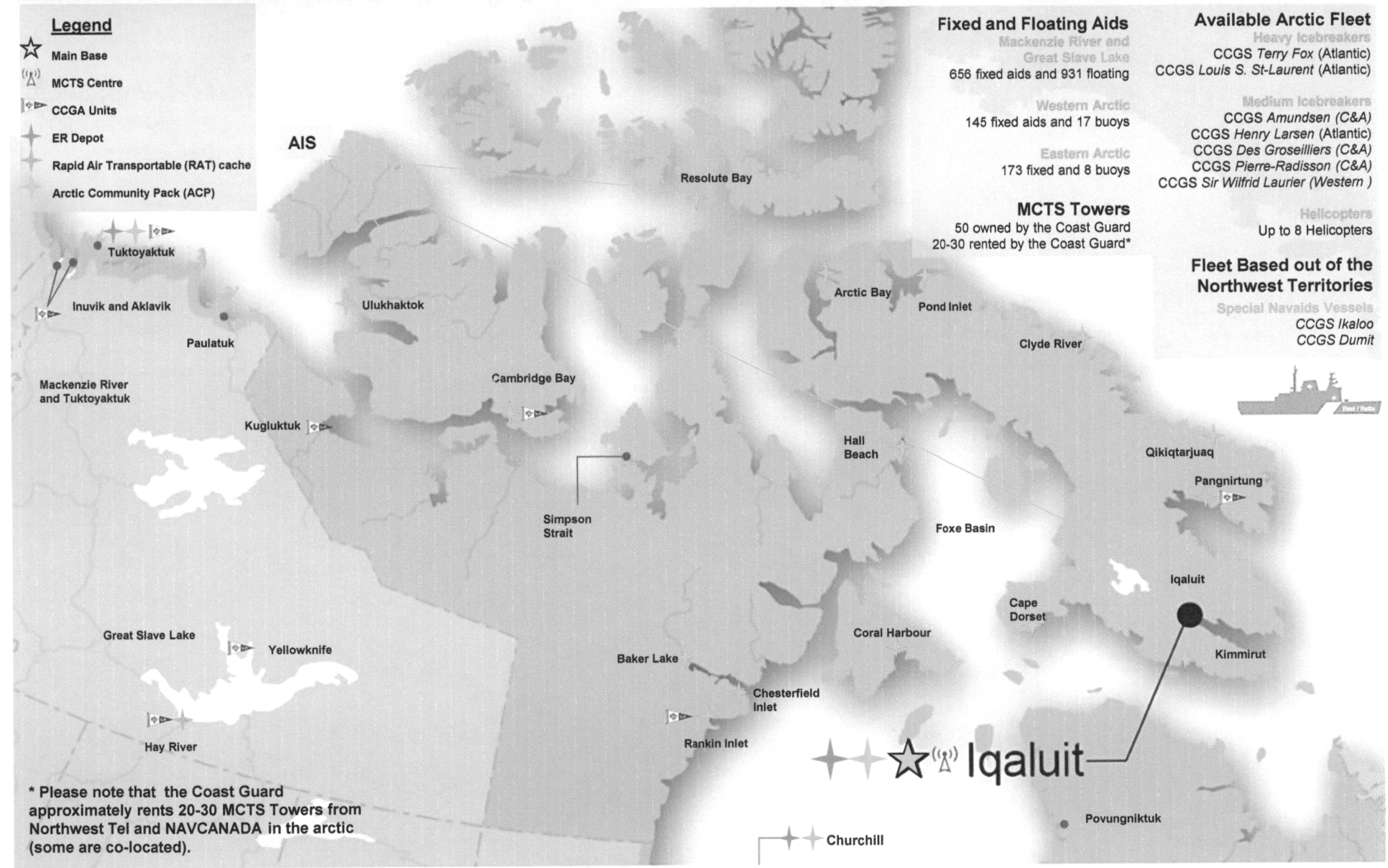
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Arctic SAR



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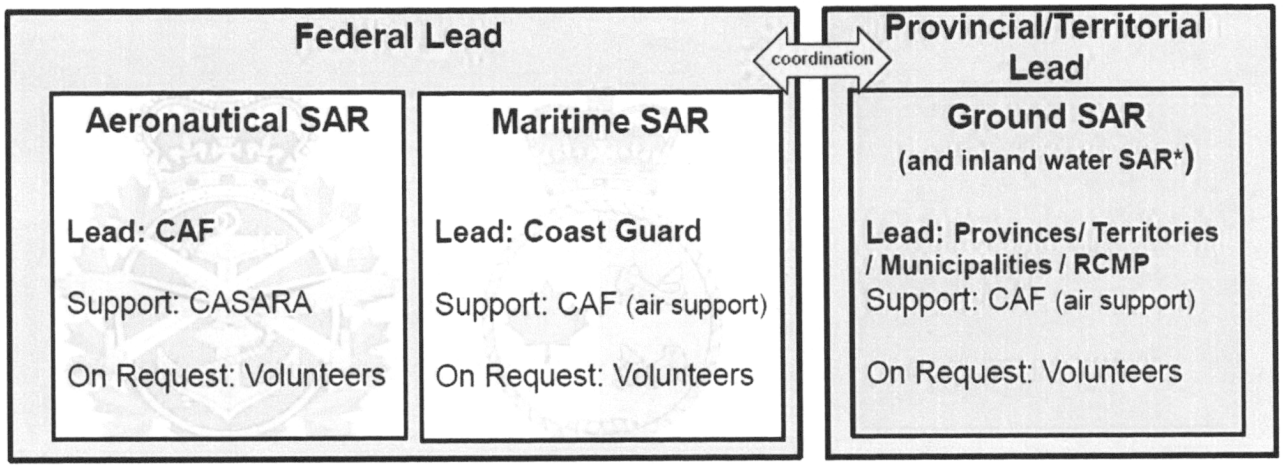
Canadian Coast Guard in the Arctic



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Search and Rescue Mandate

In Canada, Search and Rescue is **a shared responsibility** among federal, provincial/territorial and municipal organizations, as well as volunteer organizations. The federal SAR program is led by DND, through the Canadian Armed Forces (CAF). Distinct differences exist between ground, air and maritime SAR.



- **Ground:** responsibility falls under the legal authority of the individual provinces and territories who are delegated for operational response to the jurisdictional police services.
- **Air:** the primary responsibility for the provision of aeronautical SAR services and effective coordination of both aeronautical and maritime SAR response is assigned to the CAF.
- **Maritime:** CCG (mandated through the *Oceans Act* and *the Canada Shipping Act, 2001*) leads the maritime component of the federal SAR system through distress monitoring, and coordination.

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SAR Program Description: 24/7

The CCG and the CAF jointly staff 3 **Joint Rescue Coordination Centres** (JRCCs), located in Halifax, Trenton, and Victoria.

The CCG also operates a **Marine Rescue Sub-Centre** located in Quebec City for additional bilingual coordination capacity (MRSC St. John's was closed in 2012).

The three JRCCs and the MRSC maintain an around-the-clock watch, poised to coordinate a joint Royal Canadian Air Force (RCAF) /CCG response to aeronautical and maritime SAR incidents, as required



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Arctic SAR Project Overview

- The objective of the Arctic SAR project is to enhance maritime SAR response capacity throughout the Arctic and ensure that resources and volunteers are properly trained, insured, tasked through a rescue centre and reimbursed for costs associated to marine SAR preparation and response activities.
- Arctic Community Engagement and Exercise Teams
- Indigenise Community Boats Program.
- Canadian Coast Guard Auxiliary Expansion Program

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Arctic Vessels



Gjoa Haven



Cambridge Bay



Ulukhaktok

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Arctic SAR Project Element #2

- CCG led review of maritime SAR requirements in Arctic

- Two year initiative to complete a review of maritime SAR requirements throughout the Arctic coastal **communities without existing maritime SAR resources**, in order to develop an approach to further expand SAR services in the region

- Funding to C&A region commences in 2015-16 and includes a review and drafting of a follow-up proposal to address the recommendations coming out of the review

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Arctic Expansion Meeting Toronto

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National Board CCGA

- The information has been sent to all regions of the CCGA; currently they are requesting a response from [redacted] along with a conference call.
- The regional BOD has also been advised of the program and are currently awaiting additional information from CCG. Time is being set aside for a briefing at the AGM in September.
- Quebec has requested a separate call with C&A prior to the national call, [redacted]
- Not much chatter on for the West Coast Yet!
- We will need to find out what he claw back to National will be, total funding for the program in the north is 600k see funding levels sheet 2008/2012 (request update from office)

Bylaws and Regulations

- One question was how do we bring the new district online and make it seamless once the change is to take place; one suggestion was to amend the current by laws in C&A to reflect the Arctic districts ability to place persons into positions without the required time within the CCGA. This does not need to take place and the Bylaws do not need to be amended by the membership, we do need to address the regional regulations and create a separate and distinct set of regulations for North of 60. The new regulations can be formatted from the current C&A documents with specific reference to the Arctic taking into account the special operational requirement of the North.
- Bylaws will also be need to govern the region, work should be started within the next year so that when the transition takes place it can be a seamless a possible.

Equipment

- [redacted] not all communities will have the proper equipment for the vessel let alone the required equipment to provide SAR services within the North. I would recommend that new units receive a basic equipment kit (five to six per vessel depending on size of the vessel) that will provide at the bare minimum some of the required items for the vessel and crew on a tasking. Equipment listed below.
- Satellite phones would be required for all new units that are brought online, currently all northern units have Sat phones for communications with the JRCC when on tasking's total operational cost for this service is 15k.

Training

- Phase program to be completed for new units, classroom phase 1&2 over winter and on water training after ice out (will need a schedule for each new or proposed unit)

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- Instructors should be from the north; however as part of the program and to make sure we are underway we can use some of the current southern instructors until we can bring the number up in the eastern arctic.
- Two points of contact can be made in short order [redacted] are both former members of the CCGA and have taken the former IT program in the north.

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Canadian Coast Guard Auxiliary

CCG Auxiliary Units are provided with the following start-up equipment:

- Laptop
- CCGA Vessel Pennant & SAR Sign Posts
- SAT Phone with Pelican case
- Image Stabilizer Binoculars
- SPOT Device
- Handheld VHF Radio
- GoPro camera
- SAR Helmets
- SAR Pump (dewatering pump)
- SAR Kit Bags
- SAR Vests
- Floater Suits
- CCGA C&A Sweatshirts, T-shirts, ball caps
- Toques
- Whistles
- Blunt Tip Knives
- Headlamps



PIJIUJA II (Pangnirtung)

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Training

- Completion of the 2 courses - Phase 1 and Phase 2:
  - Each Course is 10 hours Theory (Classroom) & 10 hours Practical (On-Water)
  - Transport Canada accredited - **Small Vessel Operator Proficiency** (SVOP) and **Marine Emergency Duties** (MED) **A3**.

- After both phases, members must complete a *Ride Check* or SAR Exercise once every 5 years to remain current.

  - *Ride Checks* and SAR Exercises are evaluations of crew on skills required to be an effective SAR Unit. Evaluations are carried out by CCGA Instructors

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SAR Management System (SMS)

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- SMS is a web-based database. It is designed to keep track of vital information, including:
  - Personnel
  - Units
  - Vessels
  - Training
  - Certifications
  - SAR Incidents / Missions
  - All authorized activities
  - Expenses



- Auxiliary members keep their information up-to-date

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Canadian Coast Guard Auxiliary

CCGA Insurance Coverage:

- Vessel Coverage
  - Applies to CCGA vessels while on authorized activities:
    - SAR taskings, training, exercising, meetings etc.
  - Covers both vessels and equipment
- Member Coverage
  - Applies to CCGA members on authorized activities (SAR taskings, training, exercising etc.):
  - Includes, accidental death, dismemberment, paralysis, permanent total disability and temporary total disability

Reimbursement:

Vessel reimbursement when on SAR incident or training:

"Arctic Class" vessel rate

$185.61 / hour of operation

Member reimbursement when travelling:

Meals	Incidentals	Fuel
Breakfast - $24.75 Lunch - $35.60 Dinner - $75.50	Daily (overnight travel) - $17.30	Personal Vehicle Use - 57.5 cents/km

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Arctic SAR Project Overview

In 2015, the Canadian Coast Guard led a two-year Arctic SAR project to assess marine risks in coastal Arctic waters and to expand CCG-Auxiliary's presence in the Arctic.

- Prior to launching this project the CCGA operated 7 community-based CCGA units on the Arctic Ocean and two Arctic inland units

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Arctic SAR Project - Strategy

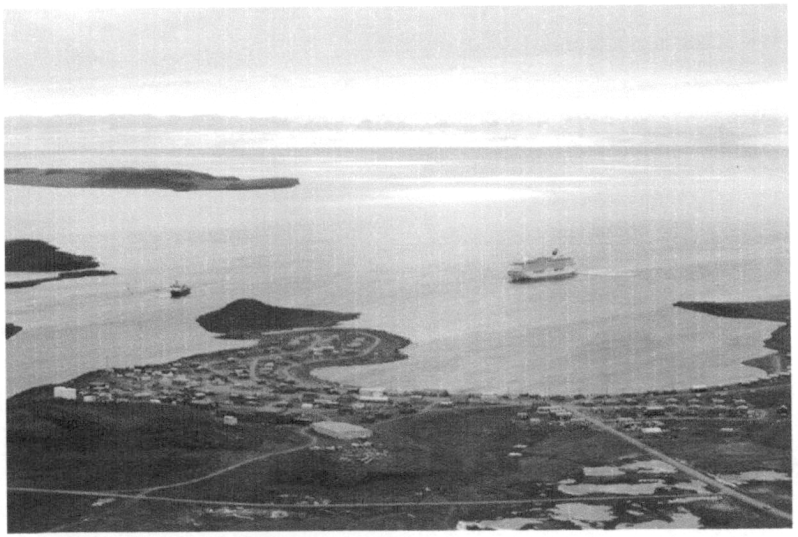
Building volunteer community-based marine emergency response capacity to enable a faster local response

- Meet the People / See the Waters / Understand Local SAR
- 45 Inuit / Inuvialuit Communities in the Arctic
  - Nunavut – 25
  - Nunavik – 14
  - Inuvialuit – 6

Kimmirut, NU - Population – 450



Ulukhaktok, NWT – Population – 400



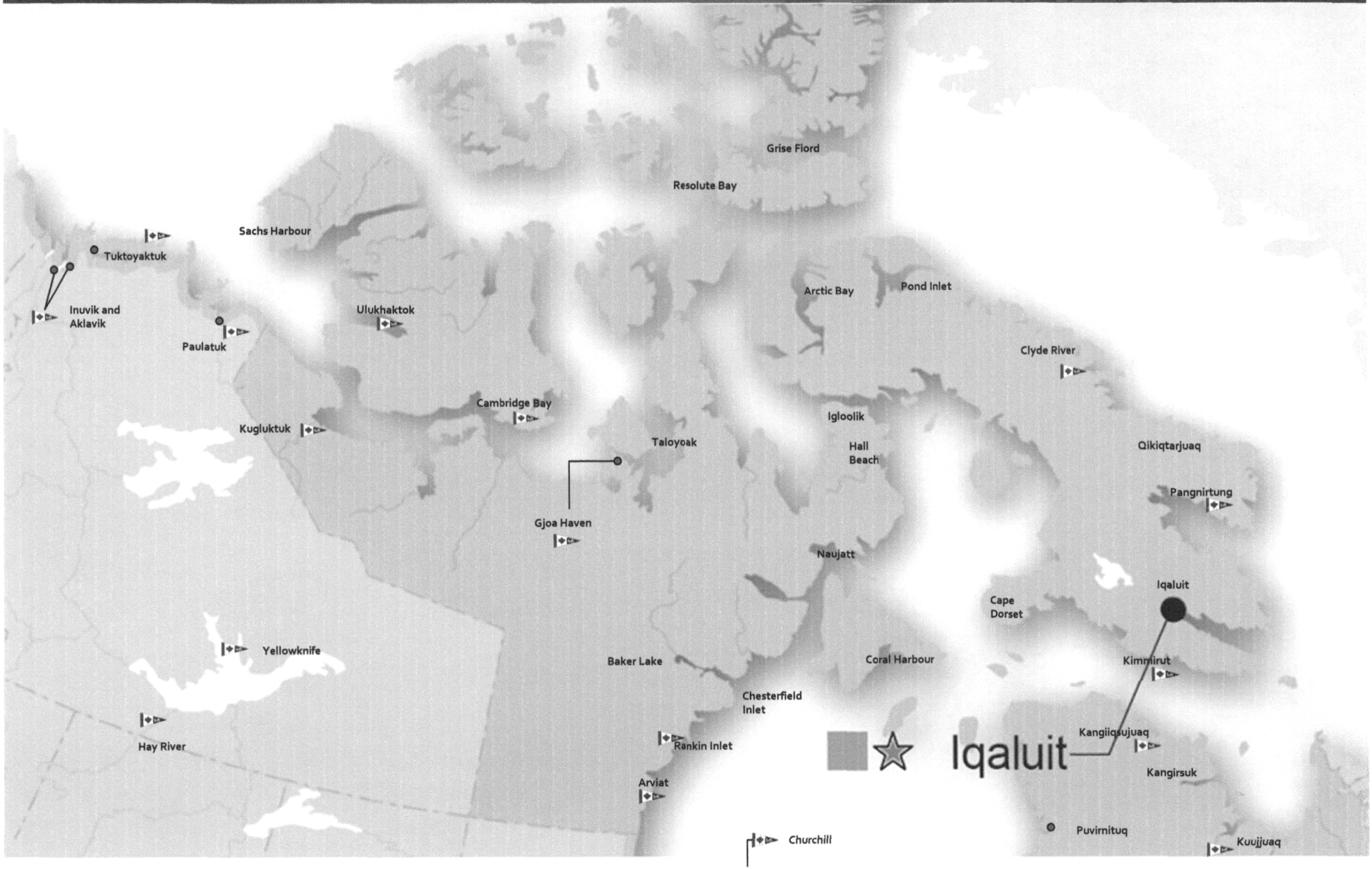
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Assessing Marine risks in the Hamlets

- **What is the boating activity like in the Hamlet?**
  - number, size, type of boats, where do people go, how far, how long?
- **What is the boating season like, wind, weather, ice?**
  - season length changing, ice conditions a risk, weather change quickly?
- **What type of communications are used?**
  - VHF Radio, CB Radio, Cell Phones, Sat Phones, Spot, In-Reach?
- **What safety gear is available and used in the Hamlet?**
  - Personal Flotation Devices (PFD), Life Jackets, Personal Locator Beacons (PLBs), sound signalling devices, flares?
- **Does a formal SAR Group respond to on-water incidents?**
  - are the local police involved, Hunters & Trappers Orgs., Canadian

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CCGA SAR emerging in the Arctic



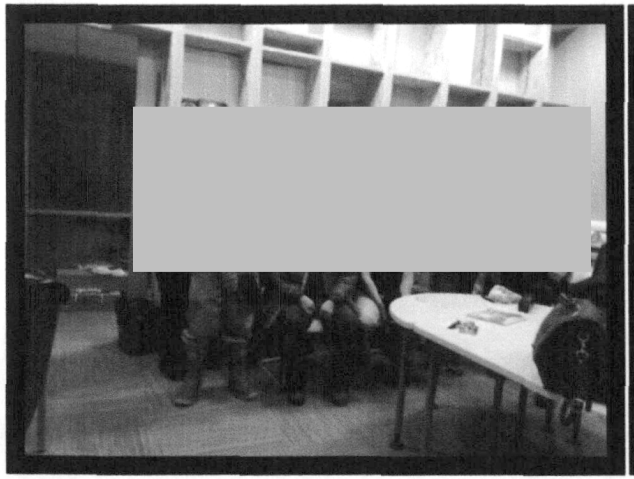
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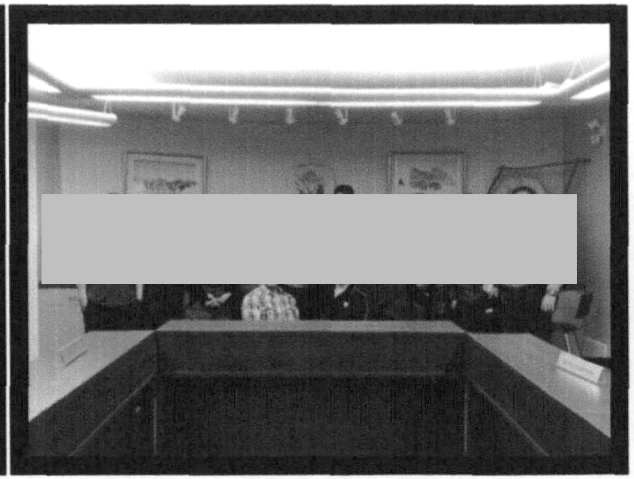
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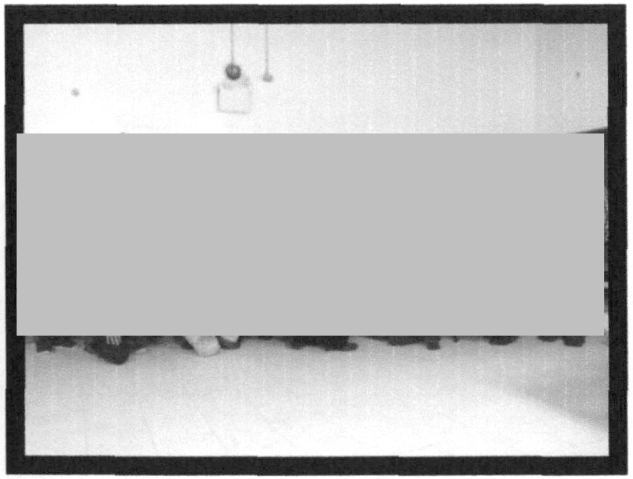
SAR Emerging in Arctic

- 8 communities have or will stand-up new CGA units this season (2017)
- 4 Inuit CCGA members in Nunavik were certified CCGA Instructors
- CCGA training courses in March 2017 - 30 new members, 2 new units
- Partnerships with territorial governments to fund equipment
- Communities established VHF base stations with towers and repeaters.
- Learned about culture, hunting/fishing activities – boating.
- Built strong relationships with individuals and communities

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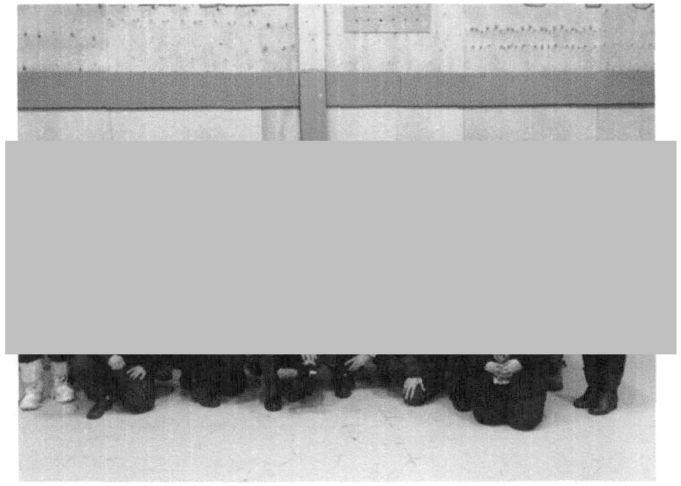


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Next Steps

- Continue community visits & establish contact in each Arctic Hamlet
  - identify communities that could develop a SAR capacity
- Evaluate established units
  - determine successes, challenges and opportunities for improvements
- Gather information on Arctic boat operations
  - understand opportunities for safety awareness and best SAR response
- Maintain relationship with communities
  - foster ongoing boating safety and SAR awareness, exercising

s.19(1)



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Next Steps cont.

The success of the Arctic SAR project led to new federal investments to support community-based marine emergency response in the Arctic.

Under Canada's Oceans Protection Plan, the Canadian Coast Guard will:

- Establish an Arctic Auxiliary Chapter (sustainable funding agreement)
- Allow Arctic communities access to apply for funding for a boat and/or equipment required to participate in the Auxiliary
- Provide Auxiliary members an opportunity to participate in environmental response training
- Establish a seasonal inshore rescue boat in the Arctic
- Extend the Arctic CCG ice-breaking season



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Questions?

Thank you – Questions?

Mark Gagnon
Training and Exercise Officer
CCG, Central & Arctic Region



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Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

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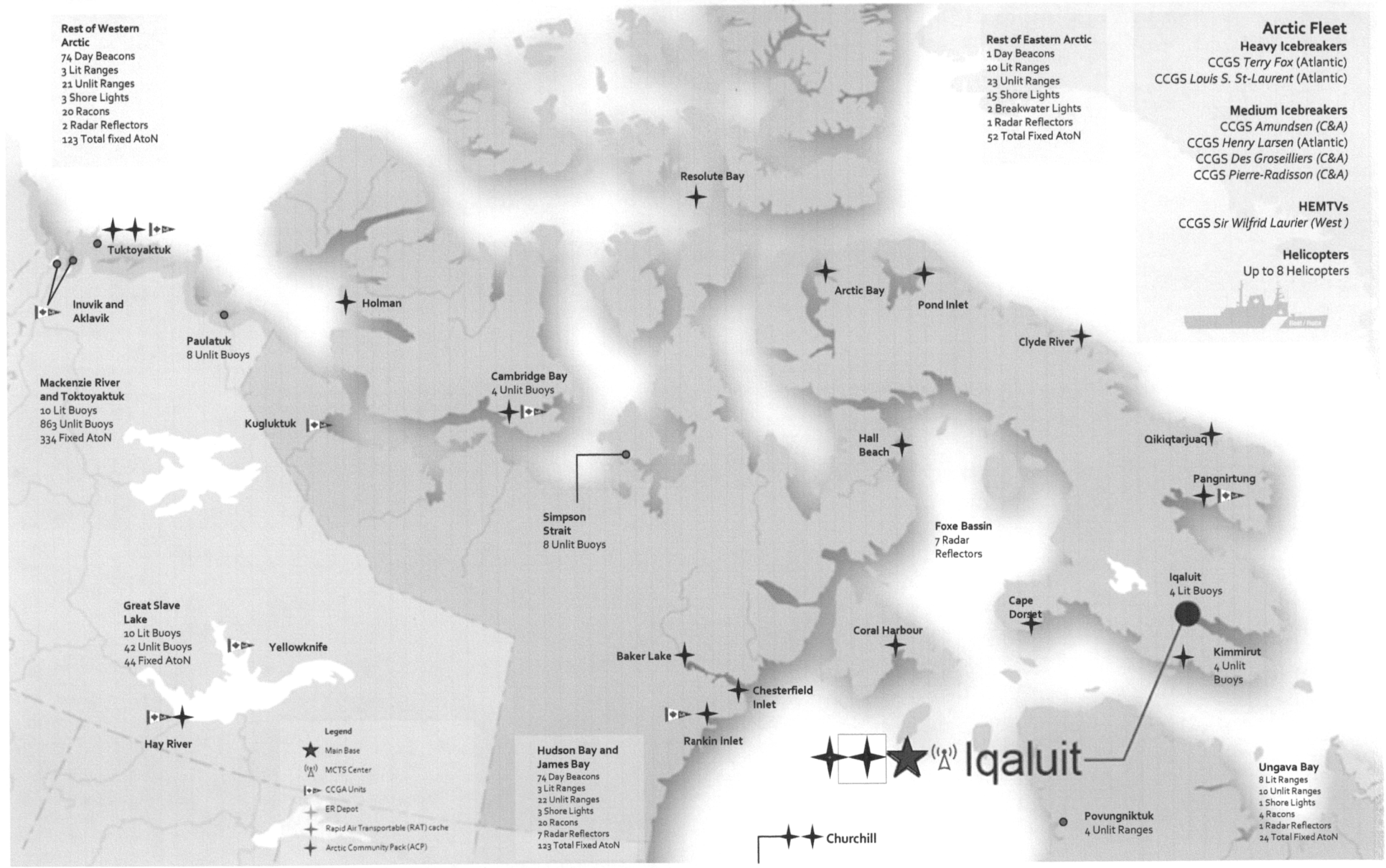


Canadian Coast Guard Arctic presence

Canada

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Comprehensive resources map



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- SAR Key Considerations:
  - Key Contacts
    - Territorial Government - Northwest, Nunavut, Nunavik
    - Service Agencies – RCMP, Kativik Regional Police
    - Other Nations – shared waters with Denmark and USA

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- SAR Key Considerations:
  - Key Stake-holders
    - Residents - local communities;
    - Operators - commercial shippers; resource exploitation companies (fish, diamonds, ore); tourism (eco and cruise ships); adventurers (water, land and air); transient pleasure craft;
    - Governments – local administrations, territorial and other federal departments.

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- SAR Key Considerations:
  - Key Risks
    - Size of Arctic – expansive and intricate geography (islands, channels, gulfs, bays) leading to complex navigation
    - Isolated and Small Communities – large distances between communities, no deep water ports, airstrips with limited capabilities, basic infrastructure (minimal hotels and medical facilities)
    - Limited Resources – 7 federal ice-breakers (CCG), limited number of SAR aircraft located in south (RCAF) few local SAR vessels

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- SAR Key Considerations:
  - Key Risks
    - Climate Change – dynamic environment
      - Winters still very cold, ice develops on all Arctic waters
      - Ice coverage is no "longer-multi year", it is only "first-year"
      - First-year ice melts in spring/summer resulting in shifting ice pack or pieces (i.e. bergy bits and growlers)
      - Ice pack and drift can cut-off access to/from waterways; change can happen quickly driven by varying winds
      - Ice pieces can damage vessels if pieces moving in dynamic sea-state (waves) or if vessels strikes ice
      - Open-water permits access resulting in increased vessel activity

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- SAR Key Considerations:
  - SAR System in Arctic
    - JRCC Halifax and JRCC Trenton manage SAR response in the Arctic
  - SAR Resources
    - CCG has 7 ice breakers at various locations in Arctic during summer and fall months
    - CCG Auxiliary - 6 communities across Arctic (Pagnirtung, Rankin Inlet, Kugluktuk, Cambridge Bay, Tuktoyaktuk, Aklavik)

.../continued

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- SAR Key Considerations:
  - SAR Resources (continued)
    - RCAF provides air resources (Hercules fixed-wing and Cormorants helicopters) based in south (Gander, Greenwood, Trenton, Winnipeg, Comox)
    - Vessels of Opportunity – SAR system can call on any vessels in the vicinity of an incident as per the CSA 2001; these vessels may be commercial, tourist or naval vessels.
    - Nunavut SAR Societies – provide local response for Ground SAR and limited marine SAR supported and managed by Territorial Government

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- SAR – summary of Arctic situation:
  - Current plans see the increase SAR capabilities in the Arctic through the expansion of the Canadian Coast Guard Auxiliary in local communities.
  - The objective is to provide a local trained and capable SAR response to local incidents reducing the requirements to task CCG ice breakers and RCAF aircraft from the south or directing vessels of opportunity (VOOs).
  - Partnership with territorial governments (Nunavut, Nunavik, Northwest) will be developed to ensure sustainable and effective local SAR units that wlil become an integral part of the federal SAR system.

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Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

Canadian Coast Guard Auxiliary Contribution Program

CONTRIBUTION AGREEMENT

BETWEEN:

HER MAJESTY THE QUEEN IN RIGHT OF CANADA,
as represented by the Minister of Fisheries and Oceans, through the Canadian Coast Guard

AND:

CANADIAN COAST GUARD AUXILIARY – CENTRAL & ARCTIC INC.,
a non-profit corporation incorporated under the *Canada Not-for-Profit Corporations Act* with head office at 305 Milner Avenue, suite 208 Toronto, ON M1B 3V4

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CONTRIBUTION AGREEMENT

BETWEEN:

HER MAJESTY THE QUEEN IN RIGHT OF CANADA ("**Her Majesty**"), as represented by the Minister of Fisheries and Oceans, through the Canadian Coast Guard (hereinafter referred to as "Coast Guard")

AND:

CANADIAN COAST GUARD AUXILIARY – CENTRAL & ARCTIC INC., a non-profit corporation incorporated under the Canada Not-for-Profit Corporations Act (hereinafter, referred to as the "Auxiliary")

Coast Guard and the Recipient are also referred to individually as a "Party", or collectively, as the "Parties".

WHEREAS:

1. Coast Guard is responsible for the provision of the maritime component of the federal search and rescue system;

2. The Auxiliary's mission is to provide volunteer maritime rescue services;

3. The Auxiliary has requested financial assistance from Coast Guard towards the costs associated with carrying out authorized activities related to maritime Search and Rescue (SAR) operations and other maritime activities which are in direct support of Coast Guard's mandate; and

4. Coast Guard wishes to contribute financial assistance to the Auxiliary under the Canadian Coast Guard Auxiliary Contribution Program.

THEREFORE, in consideration of the respective obligations set out below, the Parties agree as follows:

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1.0 THE AGREEMENT

1.1 Entire Agreement

This Agreement is made pursuant to the Canadian Coast Guard Auxiliary Contribution Program, constitutes the entire agreement between the Parties and supersedes all previous documents, negotiations, arrangements, undertakings and understandings related to its subject matter.

1.2 Definitions

In this Agreement:

(a) **"Agreement"** means this contribution agreement, including:

Schedule A: Eligible Activities;
Schedule B: Eligible Costs;
Schedule C: Contribution Agreement Annual Deadlines;
Schedule D: CCGA Insurance Program Requirements;
Business Plan; and
Annex A: Arctic Chapter;

(b) **"Annual Business Plan"** means the annual business plan of the Auxiliary in accordance with Article 2.0;

(c) "**Arctic**" is defined as areas of Canada north of 55° degrees latitude, or communities along the Arctic Ocean or other northern communities in Canada defined as Arctic by the Canadian Federal government. Excluding the coast of British Columbia;

(d) **"Eligible Activity"** means an activity, within one of the categories listed in Schedule A, and which is either:

(i) listed in the Annual Business Plan which has been approved by Coast Guard;

(ii) a maritime SAR activity authorized through the assignment of a case number, by a Joint Rescue Coordination Centre (JRCC) or a Maritime Rescue Sub-Centre (MRSC);

(iii) a marine environmental response activity authorized, through assignment of a case number from a Coast Guard Regional Operation Centre (ROC), JRCC or

(iv) activities otherwise authorized in writing by Coast Guard;

(e) **"Auxiliarist"** or **"Member"** means a member of the Auxiliary;

(f) **"Auxiliary Vessel"** means a vessel which meets the requirements set out in Section 6.6 of this Agreement (Auxiliary Vessel Requirements);

(g) **"Canadian Coast Guard"** or **"Coast Guard"** means the Canadian Coast Guard which is a Special Operating Agency of the Department of Fisheries and Oceans;

(h) **"Contribution"** means the financial assistance provided by Coast Guard, as described in Article 3.0;

(i) "**Contribution Objective**" means the objective set out in Article 3.1;

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(j) **"JRCC"** means the Joint Rescue Coordination Centre(s) at Halifax, Nova Scotia, Trenton, Ontario, or Victoria, British Columbia;

(k) **"Eligible Costs"** means those costs incurred and paid by the Auxiliary with respect to the Authorized Activities, in accordance with Schedule B (Eligible Costs) and Annex A;

(l) "**ER**" means marine environmental response, and more specifically activities undertaken to ensure an appropriate response to ship-source and unknown mystery pollution spills in Canadian waters and waters under international agreements, to minimize the environmental, economic, and public safety impacts of marine pollution incidents;

(m) **"Fiscal Year"** means the 12-month period from April 1 to March 31;

(n) **"Minister"** means the Minister of Fisheries and Oceans, and the Canadian Coast Guard and includes any official of the Department of Fisheries and Oceans, and the Canadian Coast Guard, acting on behalf of the Minister;

(o) **"National Guidelines"** means the National Guidelines of the Canadian Coast Guard Auxiliary, 2017 Edition, as amended from time to time;

(p) **"MRSC"** means the Maritime Rescue Sub-Centre in Quebec, Quebec or St. John's, Newfoundland;

(q) **"SAR"** means maritime search and rescue, and more specifically the search for and provision of aid to persons, ships or other craft which are, or are feared to be in distress or imminent danger; and

(r) **"ROC"** means the Regional Operations Centres located in Victoria, British Columbia; Montreal, Quebec; and St. John's, Newfoundland and Labrador.

1.3 Effective Date and Term

This Agreement shall be effective on the day on which it has been signed by both Parties and, unless terminated earlier as provided in this Agreement, shall remain in effect until the later of:

(a) March 31, 2023; and

(b) the payment or repayment by both Parties of all amounts due under this Agreement.

The respective rights and obligations of the Parties with respect to overpayments, evaluation, audit, indemnification, and default shall survive the expiry or early termination of this Agreement.

2.0 ANNUAL BUSINESS PLAN

2.1 Content of Annual Business Plan

On or before February 15 of each year, the Auxiliary shall provide to Coast Guard, for approval, an Annual Business Plan for the upcoming Fiscal Year,

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which has been approved by the Auxiliary's board of directors and by the Regional SAR Superintendents. The Annual Business Plan shall include:

(a) an update of the current Fiscal Year's Eligible Costs incurred and paid up to December 31;

(b) a description of the proposed Authorized Activities to be pursued during the upcoming Fiscal Year; and

(c) projected annual forecast of Eligible Costs for the upcoming Fiscal Year, broken down into the categories set out in Schedule B (Eligible Costs), including separate annual forecast for CCGA National Corporation activities.

2.2 **Approval by Coast Guard**

The Annual Business Plan must be approved in writing by Coast Guard. Within 45 days of receiving the Annual Business Plan in accordance with Article 2.1, the Auxiliary will be advised of the results of the review.

2.3 **Eligible Cost Variances**

Following approval by Coast Guard of the Annual Business Plan, the Auxiliary may adjust the allocation of the maximum annual amount of the Contribution among the categories of Eligible Costs. However, any proposed adjustment resulting in an increase or decrease of 10% or more (in aggregate) of the original approved amount for any category will require the prior written approval Coast Guard.

2.4 **Additional Reports**
The Auxiliary will submit additional reports on activities and expenditures as may be reasonably requested by Coast Guard.

3.0 THE CONTRIBUTION

3.1 **Contribution Objective**

For the Auxiliary to provide strategically located (as determined by Coast Guard in consultation with Coast Guard Auxiliary Corporations), trained and qualified CCGA members and vessels that are prepared and available for supporting Coast Guard search and rescue activities, and other Coast Guard mandated activities.

3.2 Contribution

Subject to all the terms and conditions in this Agreement, Coast Guard will make a Contribution to the Auxiliary for the reimbursement of Eligible Costs incurred by the Auxiliary in carrying out the Authorized Activities.

3.3 **Maximum Annual Amount**

The maximum amount of the Contribution, in each Fiscal Year of this Agreement, from 2018-19 up to and including 2022-23, is the amount set out in the approved Annual Business Plan in respect of that Fiscal Year.

3.4 **Appropriations and Departmental Funding Levels**

Any payment by Coast Guard under this Agreement is subject to there being an appropriation for the Fiscal Year in which the payment is to be made. Payments may be cancelled or reduced in the event that departmental funding levels are reduced by Parliament, on the condition that Coast Guard will provide at least 60 days written notice to the Auxiliary of any such proposed cancellation or

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reduction, and all Eligible Costs incurred by the Auxiliary prior to the effective date of such cancellation or reduction will be reimbursed in accordance with this Agreement.

3.5 **Stacking of Financial Assistance**

(a) Total federal, provincial and municipal government funding (**"Total Government Assistance"**) for the same Eligible Costs for any Authorized Activity to which Coast Guard has contributed funding will not exceed 100% of such Eligible Costs (the **"Stacking Limit"**);

(b) The Auxiliary will advise Coast Guard promptly of any additional federal, provincial, territorial or municipal funding received for activities funded under this agreement. Coast Guard reserves the right to reduce the Contribution by the amount of such additional Total Government Assistance. Any amount repayable by the Auxiliary as a result of a reduction is due upon receipt of a notice to repay the amount, and is recoverable as a debt due to the Crown.

3.6 **Fundraising**

Fundraising costs to support approved activities may be reimbursable to the Auxiliary under this Agreement. The amount of the Contribution to which the Auxiliary is otherwise entitled will not be affected by money so raised by the Auxiliary.

The Auxiliary shall provide an annual report by May 15 each year to Coast Guard detailing the total fundraising expenditures claimed as Eligible Costs, and total funds raised by the Auxiliary using Contribution Agreement funds.

All funds raised by the Auxiliary using contribution funding must be used to fund National SAR program objectives.

4.0 PAYMENT OF THE CONTRIBUTION

4.1 **Claims for Reimbursement of Eligible Costs**

(a) The Auxiliary will be reimbursed for Eligible Costs incurred based on itemized claims submitted. Claims must be accompanied by details of all associated costs; and substantiated by such documents as may be required by Coast Guard.

(b) The Auxiliary shall submit claims on a periodic basis to Coast Guard for approval and payment.

4.2 **Advance Payments**

Coast Guard may, if satisfied that it is essential to the successful completion of the Authorized Activities, pay all or part of the Contribution, by issuing periodic advance payments as follows:

(a) **Initial Advance**

An initial advance payment may be made based on the forecast of cash flow requirements for Eligible Costs to be incurred during the first advance period, as set out in the Annual Business Plan approved by Coast Guard.

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(b) **Subsequent Advances**

Coast Guard may advance additional funds on a quarterly basis on the request of the Auxiliary and based on projected cash flow requirements for the relevant quarter.

(c) **Statement of Account**

Each advance payment must be accounted for by the Auxiliary, to the satisfaction of Coast Guard, within the time limit set out in the chart below. The Auxiliary shall provide a statement of account, satisfactory to Coast Guard, of the Eligible Costs incurred and paid during the advance period, including funds advanced to the CCGA National Corporation.

In any Fiscal Year, no more than one (1) semi-annual advance will be made without receiving a statement of account, satisfactory to Coast Guard, for the first semi-annual advance. Where any statement of account is outstanding Coast Guard may require the Auxiliary to return current advanced funds, or refuse to make further advances until the situation is resolved, without prejudice to other remedies applicable under this Agreement.

For semi-annual advances received in:	**Statement of account due by:**
April	August 31
October	May 15

(d) **Deduction of Advance Overpayment**

If the Amount of the advance payments exceeds the amount of the Contribution payable for that period, the Minister may deduct the excess amount from any subsequent advance by the Minister under this Agreement.

4.3 **Supporting Documents**

All claims and reports provided by the Auxiliary under this Agreement will be substantiated by such documents, records and information as may be requested by Coast Guard, including invoices or any other documentation required to verify the expenditures and other information included in the claims and reports. Coast Guard will have no obligation to make any payment of the Contribution unless all requested information and supporting documentation has been provided.

4.4 **Unspent Funds at Year-end**

Advanced funds must be used for approved eligible activities in the fiscal year in which the funds were advanced. At the end of each fiscal year, any Contribution funds advanced to the Auxiliary which remain unspent shall be dealt with as follows:

(a) the Auxiliary may use unspent funds to pay for approved activities carried out up to and including March 31st. To be eligible, payments for approved activities carried out prior to fiscal year end must be made on or before April 30th, and are subject to the terms of section 4.2;

(b) any remaining balance, after payments applied in April, as defined in (a), shall be returned to the Receiver General for Canada on or before May 15 of the next Fiscal Year; and

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(c) upon the expiration or early termination of this Agreement, the Auxiliary shall return unspent contribution funds to the Receiver General for Canada by May 15 of the next Fiscal Year or within the delay set out in Article 13.0 (Early Termination), as applicable.

4.5 **Overpayments**

Any overpayment of the Contribution, including disallowed expenses or unexpended balances, shall be repaid by the Auxiliary promptly (to the Receiver General for Canada) and no later than thirty (30) days from notice by Coast Guard (the "**due date**"), together with interest from the due date, in accordance with the Interest and Administrative Charges Regulations under the *Financial Administration Act*. Any such amount is a debt due to Her Majesty in right of Canada and is recoverable as such.

4.6 **Transitional Consideration for reimbursement of Eligible Expenditures.**

Coast Guard may reimburse the Auxiliary for any reasonable Eligible Expenditures that the Auxiliary incurs between the date of April 1, 2018 and the date of signature of this Agreement by both parties, if signed after April 1, 2018.

5.0 REPORTING REQUIREMENTS

5.1 **Performance Indicators & Service Standards**

The Auxiliary is required to collect and report on performance indicators and service standards as developed by Coast Guard and the Auxiliaries, to demonstrate how the objectives of this Agreement (Annual Business Plan) are measured and achieved.

The Auxiliary will provide to Coast Guard on or before March 31 of each year a Performance Indicators & Service Standards report including the following information in respect of the preceding calendar year:

(i) Number of members;
(ii) Number of vessels;
(iii) Number of taskings;
(iv) Number of members trained in each specific Auxiliary activity;
(v) Number and type of each training activity;
(vi) Number of junior Members;
(vii) Total value of vessels in the regions;
(viii) Number of community-based vessels;
(ix) Number of vessels owned by the Auxiliary;
(x) Total volunteer hours for SAR operations;
(xi) Total vessel hours;
(xii) Total hours for training activities;
(xiii) Total hours for other activities, including administration, patrols, meetings and organization; and
(xiv) Total hours for fundraising activities.

The Performance Indicators & Service Standards report will also include such information as is required by Coast Guard to demonstrate how the Contribution Objective of this Agreement has been measured and achieved.

5.2 **Annual Report on Activities for CCGA Insurance Program**

On or before March 31 each year, the Auxiliary shall provide to Coast Guard a copy of the information required by the insurer for renewal of their CCGA Insurance Plan.

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5.3 **Periodic Statistical Reports**

The Auxiliary will provide any statistical reports on the activities funded, which may be requested from time to time by Coast Guard.

6.0 SPECIAL PROVISIONS

6.1 **Insurance Requirements**

The Auxiliary shall ensure that the Auxiliary and its Members are insured during the term of this Agreement, by as described in Schedule D (CCGA Insurance Program Requirements). The Auxiliary shall ensure that a certificate of insurance confirming the required coverage with respect to the Auxiliary and its Members, is provided to Coast Guard each year.

6.2 **Obligation to Decline Unsafe Activity**

The Auxiliary shall ensure that all Members are aware that they must not participate in any activity under this Agreement if the activity is beyond the safe capability of the Auxiliary Vessel or its crew, and that the JRCC, MRSC and ROC must be notified immediately of any such occurrence.

6.3 **Absolute Prohibitions**

(a) **Absolute Prohibition on Diving**

Auxiliary Members are not permitted to engage in any type of diving activity under this Agreement, including but not limited to rescue diving, recovery diving or investigative diving.

(b) **Absolute Prohibition on Firing of Pyrotechnic Distress Flares for Demonstration Purposes**

Auxiliary Members are not permitted to use live flares in conducting pyrotechnic distress flare demonstrations.

(c) **Absolute Prohibition on Being Hoisted into Helicopters during Training**
Auxiliary Members are not permitted to be hoisted into helicopters during training exercises.

(d) **Notice in Writing to All Members**

The Auxiliary shall ensure that all its Members are advised in writing of the prohibited activities set out in this section 6.3, and that any Auxiliary Member who participates in any such activity will be doing so at his or her own risk, outside the terms and conditions of this Agreement and not covered by the CCGA Insurance Program.

6.4 **Auxiliary Membership Conditions**

The Auxiliary shall ensure that:

(a) all Members and Auxiliary Vessels are enrolled and continue to be enrolled only in accordance with the terms and conditions of this Agreement, and the terms and conditions of the membership agreement between the Member and the Auxiliary, to the extent that they are not inconsistent with this Agreement; and that

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(b) all Auxiliary Members have, as a condition of their enrollment and continued membership, waived, in writing, all salvage rights that may arise on an Authorized Activity.

6.5 **Use of Canadian Coast Guard Auxiliary Name and Insignia, and Public Acknowledgement of Funding**

The Auxiliary shall ensure that its Members use the "Canadian Coast Guard Auxiliary" name and identification insignia only when engaged in Authorized Activities and in such manner as will avoid discrediting the Auxiliary, Coast Guard or the Government of Canada.

In the case of an Auxiliary with a name other than "Canadian Coast Guard Auxiliary" the Auxiliary will publicly acknowledge the government of Canada's contribution to the Auxiliary, and acknowledge the Coast Guard as one of their principal funding sources, as mutually agreed between the Auxiliary and the Coast Guard.

6.6 **Auxiliary Vessel Requirements**

The Auxiliary shall ensure that any vessel provided for Authorized Activities meets the following requirements:

(a) an Auxiliary Member in good standing, with the requisite knowledge, skill and certification is in command of the vessel;

(b) the vessel meets the requirement set out in the National Guidelines under "Acceptance Criteria for Vessels"; and

(c) the vessel meets all applicable regulatory requirements for that vessel, including any required inspection and approvals by the appropriate regulatory agency.

6.7 **Governing Authorities**

The Auxiliary shall ensure that all of its activities and affairs under this Agreement are conducted in accordance with:

(a) the terms and conditions of this Agreement;

(b) all applicable laws and regulations;

(c) the CCGA National Guidelines, provided that in the event of any inconsistency between the National Guidelines and the provisions of this Agreement, the provisions of this Agreement shall govern; and

(d) any rules, regulations or by-laws adopted by the Auxiliary, provided that they are compatible with all of the foregoing.

6.8 **Equipment and Surplus Assets**

(a) Any surplus assets, the cost of which was greater than $3000, to which Coast Guard has contributed under this Agreement, may only be disposed of by the Auxiliary with prior approval by Coast Guard; and

(d) At Coast Guard's discretion and under exceptional circumstances, Coast Guard may make available equipment to support the Auxiliary in Authorized Activities. The provision of any equipment shall be in accordance with applicable legislation and policies, including the *Public Property Loan Regulations*, enacted under the *Financial Administration Act*.

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7.0 RECORDS AND AUDIT REQUIREMENTS

7.1 Annual Financial Statements

On or before September 30 of each year during the term of this Agreement, the Auxiliary shall provide Coast Guard with a copy of its annual audited financial statements with respect to the immediately preceding Fiscal Year, which include all Contribution funds, presented in conformity with Canadian generally accepted accounting principles.

7.2 Coast Guard's Right to Audit Accounts and Records

(a) The Auxiliary shall retain all books, records and accounts relating to Eligible Costs for which the Auxiliary has been reimbursed under this Agreement, for a period of five (5) years after the expiry or termination of this Agreement;

(b) The Auxiliary shall preserve and make available for audit and examination by Coast Guard or Coast Guard's representatives the books, accounts, records and information necessary to ensure compliance with the terms and conditions of this Agreement. Coast Guard will have the right to conduct such additional audits at Coast Guard's expense as may be considered necessary using audit staff selected by Coast Guard;

(c) Coast Guard shall be entitled to take copies in paper and electronic form and extracts from such books, records and accounts, at Coast Guard's expense, and the Auxiliary shall provide Coast Guard with any information as may be requested to complete the audit. Expenses incurred by the Auxiliary for overtime salaries required for the audit will be Eligible Costs pursuant to this Agreement;

(d) Coast Guard will consult with the Auxiliary before conducting any audits, to coordinate the timing and resources required, and will review the draft audit report with the Auxiliary before it is finalized; and

(e) Any discrepancies identified by audit or otherwise shall be promptly adjusted between the Parties, including reimbursement of any contribution made by Coast Guard which was not used in accordance with this Agreement.

7.3 Access to Premises

The Auxiliary will provide Coast Guard or Coast Guard's representatives with reasonable access to the Auxiliary's premises to inspect and assess the implementation of this Agreement or any element thereof, and supply promptly on request such data as Coast Guard may reasonably require for statistical or evaluation purposes.

8.0 REPRESENTATIONS, WARRANTIES AND UNDERTAKINGS:

8.1 Power and Authority

The Auxiliary represents and warrants that it is duly incorporated and validly existing and in good standing under the laws of Canada and has the power and authority to carry on its business, hold property, and enter into this Agreement; and undertakes all necessary action to maintain itself in good standing and to preserve its legal capacity during the term of this Agreement.

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8.2 **Authorized Signatories**

The Auxiliary represents and warrants that the signatories to this Agreement have been duly authorized to execute and deliver this Agreement on its behalf.

8.3 **Binding Obligations**

The Auxiliary represents and warrants that the execution, delivery and performance of this Agreement have been duly and validly authorized, and when executed and delivered will constitute a legal, valid and binding obligation of the Auxiliary enforceable in accordance with its terms.

8.4 **No Pending Suits or Actions**

The Auxiliary warrants that it is under no obligation or prohibition, nor is it subject to or threatened by any actions, suits or proceedings which could or would prevent compliance with this Agreement and undertakes to advise Coast Guard forthwith of any such occurrence during the term of this Agreement.

9.0 NOTICES

All notices, reports, and other communication under this Agreement shall be in writing and shall be delivered in the case of Coast Guard, to:

Director, Operational Business/Directrice, Exploitations opérationnelle
Canadian Coast Guard/Garde côtière canadienne
200 Kent St (5N177)
Ottawa, ON
K1A 0E6
Tel: (613) 949-9125
Email: mich.leblanc@dfo-mpo.gc.ca

And in the case of the Auxiliary to:

CANADIAN COAST GUARD AUXILIARY – CENTRAL & ARCTIC INC.
305 Milner Avenue, suite 208
Toronto ON M1B 3V4
shannon@ccga-ca.com

or to such other address that either Party may designate by notice to the other.

Any such communication is deemed to have been received:

(a) on the day of delivery, if hand delivered; or

(b) when the other party acknowledges receipt, if sent by courier, registered mail, fax or e-mail.

10.0 INDEMNIFICATION

The Auxiliary shall indemnify and save harmless Her Majesty the Queen in right of Canada, Her ministers, officers, employees and agents from and against all claims, demands, costs (including legal costs), losses, damages, actions, suits and proceedings, by whomsoever brought or prosecuted, caused by or related to any act or omission of the Auxiliary, its Members, directors, officers, employees, agents, contractors, or anyone for whom the Auxiliary is responsible in law, in carrying out this Agreement.

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11.0 DISPUTE RESOLUTION

In the event of any dispute in connection with or arising out of this Agreement, the Parties shall use their best efforts to settle any such dispute. If the Parties fail to reach an agreement within a period of thirty (30) days or such greater period as may be mutually agreed upon after such dispute arises, then the Parties may agree to refer the dispute to mediation or arbitration under the *Commercial Arbitration Act,* R.S.C. 1985. C. 17 (2nd Supp.) or such other arbitration rules as may be agreed upon by the Auxiliary and the CCG.

12.0 DEFAULT AND RECOVERY

12.1 Acts of Default

Any failure by the Auxiliary to satisfy a material term, condition, or undertaking of this Agreement shall constitute an act of default, entitling Coast Guard, acting reasonably to:

(a) suspend or terminate any obligation of Coast Guard to contribute to Eligible Costs including any obligation to pay any amount owing prior to the date of such suspension or termination; or

(b) require the Auxiliary to repay all or part of the Contribution forthwith upon demand, as a debt due to Her Majesty the Queen in Right of Canada, which may be recovered as such.

12.2 Remedy Period

Before exercising any remedy referred to in the previous section, Coast Guard will give written notice to the Auxiliary of the condition or event which constitutes an event of default and the Auxiliary will have a period of thirty (30) days following receipt of the notice to demonstrate to the satisfaction of Coast Guard that it has either corrected the condition or event complained of or demonstrated that it has taken such steps as are necessary to correct the condition or event and so notified Coast Guard.

13.0 EARLY TERMINATION

Either Party may terminate this Agreement at any time by written notice of intent to terminate delivered to the other Party not less than ninety (90) days prior to termination. Within 90 days following the termination, the Auxiliary shall provide to Coast Guard all outstanding reports and documentation, a final Performance Indicators and Service Standards Report for the Fiscal Year or portion thereof ending on the termination day, in accordance with this Agreement, and the Parties shall make any necessary payments or repayments of the Contribution as may be required.

14.0 GENERAL CONDITIONS

14.1 Amendment and Waiver

No amendment of this Agreement or waiver of its terms shall have any force or effect unless made in writing and signed by both Parties.

14.2 Prohibition on Assignment

Neither this Agreement, nor any part of this Agreement, nor any amount payable under this Agreement shall be assigned by the Auxiliary without the prior written consent of Coast Guard.

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14.3 **Compliance with Laws**

The Auxiliary will comply with all federal, provincial and municipal laws governing the Auxiliary and the Authorized Activities, including but not limited to statutes, regulations, by-laws and ordinances.

14.4 **House of Commons and Senate**

No member of the House of Commons or the Senate, either directly or indirectly, shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom.

14.5 **No Conflict of Interest**

The Auxiliary represents and warrants that no individual, for whom the post-employment provisions of the *Conflict of Interest and Post-Employment Code for Public Office Holders or the Values of Ethics Code for the Public Service* apply, will derive a direct benefit from this Agreement unless that individual is in compliance with the applicable post-employment provisions.

14.6 **No Gifts or Inducements**

The Auxiliary represents and warrants that it has not, nor has any person acting on its behalf, offered or promised to any officials or employee of Her Majesty, for or with a view to obtaining this Agreement, any bribe, gift or other inducement.

14.7 **No Contingency Fee**

The Auxiliary represents and warrants that it has not nor has any person on its behalf employed any person to solicit this Agreement for a commission, contingency fee or any other consideration dependent upon the execution of this Agreement.

14.8 **Relationship of the Parties**

This Agreement is a contribution agreement only, not a contract for services or employment and nothing in this Agreement, or the Parties' relationship or actions is intended to create, nor shall be construed as creating, a partnership, employment or agency relationship between them. The Auxiliary shall not make any representation to that effect, and shall indemnify and save harmless Her Majesty the Queen in right of Canada, Her ministers, officers, employees and agents in respect of any claims arising from failure to comply with the foregoing.

14.9 **Successors and Assigns**

This Agreement is binding on the Parties and their successors and permitted assigns.

14.10 **Severability**

Any provision of this Agreement or part thereof, prohibited by law or otherwise invalid or ineffective will be ineffective only to the extent of such prohibition or ineffectiveness and will be severable.

14.11 **Long Term Obligations**

The Auxiliary will have no claim against Her Majesty the Queen in right of Canada related to any loan, capital lease or long-term obligation it enters into in relation to this Agreement.

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14.12 **Lobbyist Registration**

The Auxiliary confirms that any person lobbying on its behalf in respect of this Agreement and required to be registered pursuant to the *Lobbying Act*, R.S.C. 1985, c.44 (4th Supp.) is so registered.

14.13 **Official Languages**

The Auxiliary shall wherever warranted and whenever possible provide Auxiliary services in both official languages.

14.14 **Governing Law**

This Agreement shall be governed by the laws in force in the province of the signing Auxiliary Corporation and the laws of Canada applicable therein.

IN WITNESS WHEREOF, the Parties have executed this Agreement in THREE originals through their duly authorized representatives.

CANADIAN COAST GUARD AUXILIARY – CENTRAL & ARCTIC INC.	**HER MAJESTY THE QUEEN IN RIGHT OF CANADA, as represented by the Minister of Fisheries and Oceans**
(Peggy Griffin) **President**	**(Greg Lick)** **Director General, Operations** **Canadian Coast Guard**
Witness: **Print Name:**	
Per: _____	
Date: _____	**Date:** _____

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SCHEDULE "A"

ELIGIBLE ACTIVITIES

The following categories of activities may be approved under this Agreement as "Authorized Activities", as defined in section 1.2(d)

Search and Rescue

- Search and Rescue (SAR) response
- Assisting disabled vessels
- Towing of disabled vessels
- Fire fighting to save lives
- Self-tasking for distress incidents
- Major SAR disaster response
- Provision of humanitarian assistance

Support to Search and Rescue

- Provision of patrol vessels for public events such as sailing races, fireworks displays
- Co-crewing on Canadian Coast Guard vessels

Training

- Participation in international SAR events and training activities, upon Ministerial approval
- Participation in national and regional SAR
- Participation in training courses and exercises
- Participation in joint training with Canadian Coast Guard vessels, U.S. Coast Guard vessels, U.S. Coast Guard Auxiliary vessels, the Canadian Forces, or other SAR agencies
- Familiarization patrols
- Participation in environmental response training activities
- Preparation of training manuals and equipment

Administration

- Funded activities of the CCGA National Corporation as per written decision of the CCGA National Council
- Attendance at CCGA meetings and approved meetings of other organizations
- Travel to CCGA authorized activities
- Conference attendance
- Administration/organizational activities
- Recruitment activities
- Awards and recognition activities
- Fundraising activities
- Data gathering

SAR System Awareness

- Public awareness of our regional and/or National Canadian SAR system capabilities and capacity, including contributions from our volunteer partners.
- SAR system awareness activities such as presentations, staffing booths at boat shows, and demonstrations of SAR equipment.
- Conference attendance.

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Other

- The preparedness of vessels that are used solely for Auxiliary authorized activities, such as, transit to and from maintenance, repair, storage and refueling facilities.
- Checking and reporting of Coast Guard aids to navigation.
- Participation in documented mutually agreed to environmental response activities and related training.
- Any other activities authorized in writing by Coast Guard.

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SCHEDULE "B"

ELIGIBLE COSTS

1.0 ELIGIBLE COSTS

Costs eligible for reimbursement are the following reasonable and properly itemized costs incurred by the Auxiliary in respect of Authorized Activities. All costs incurred by the Auxiliary for non-authorized activities shall be the sole responsibility of the Auxiliary.

1.1 Administration Costs

- Funding activities of the CCGA National Corporation as per written decision of the CCGA National Council
- Office and stationery supplies and materials
- Rental of office space
- Purchase and rental of office equipment and furniture
- Ongoing operating and maintenance costs of office equipment
- Purchase and rental of computers, computer software and computer equipment
- Repair and upgrading of computer equipment and software
- Consultant fees
- Legal fees and audit costs
- Meeting room rental
- Trademark and copyright fees
- Translation
- Purchase and leasing of automobiles as described in approved Annual Business Plans
- Automobile registration and inspection for automobiles owned by the Auxiliary
- Automobile fuel and maintenance for automobiles owned or leased by the Auxiliary
- Vessel registration for vessels owned by the Auxiliary
- Bank fees and charges
- Conference fees
- Storage and warehousing
- Uniform insignia and vessel pennants
- Photographic supplies and equipment
- Postage and courier services
- Internet and communications services, including telephone services and long distance fees

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- Marketing, advertising services, printing services
- GST, PST and HST, where the Auxiliary is not eligible for reimbursement or exemption
- Insurance premiums
- Other administrative costs mutually agreed to in writing with the Canadian Coast Guard

1.2 **Employee Costs**

- Salaries and wages
- Benefits
- Other employee costs mutually agreed to in writing with the Canadian Coast Guard

1.3 **SAR Operations Costs**

- Vessel use costs reimbursed to Members for SAR operations, in accordance with the section entitled "Vessel Use Costs", below;
- Deductibles payable by the Auxiliary or its Members under the CCGA Insurance Program;
- Consumable equipment and supplies used during SAR operations;
- Other SAR Operations costs mutually agreed to in writing with the Canadian Coast Guard;
- Damage to or loss of Vessels or equipment during SAR operations, to the extent that such damage or loss is either:

  (i) not covered under the CCGA Insurance Program; or

  (ii) covered under the CCGA Insurance Program, but the costs of replacement or repair is less than the applicable deductible amount.

1.4 **Support to SAR Operations Costs**

- Safety supplies and equipment including maintenance;
- SAR and vessel equipment, except for TC required vessel equipment ;
- Telecommunications equipment, including cell phones and pagers including maintenance;
- Maintenance of SAR pumps;
- Other support to SAR Operations costs mutually agreed to in writing with the Canadian Coast Guard ;

1.5 **Training Costs**

- Member training course expenses
- On-water training course expenses
- First aid training and recertification course expenses
- CPR training and recertification course expenses

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- Regional SAR event expenses
- ISAR event expenses
- Crew level training program expenses
- Training course administration and support costs
- Training exercises and patrol expenses
- Training course fees
- Training travel expenses
- Instructor fees
- Costs of approved curriculum development
- Purchase and rental of training aids and training equipment
- Other training costs mutually agreed to in writing with the Canadian Coast Guard

1.6 **Membership Costs**

- Newsletter production expenses
- Awards, gifts and recognition program expenses
- Membership travel expenses
- Annual general meeting expenses
- Board of directors meeting expenses
- Executive meeting expenses
- Member support expenses
- Police background checks for persons interacting with minors
- Recruitment expenses including attendance at boat shows, sportsmen's shows, fishing exhibitions
- Other meeting costs
- Other membership costs mutually agreed to in writing with the Canadian Coast Guard

1.7 **SAR System Awareness Costs**

Reimbursement to Members of vessel use costs in accordance with the section entitled "Vessel Use Costs" below, for:

(i) Training and familiarization patrols; and

(ii) Checking and reporting of out-of-position, damaged and malfunctioning aids to navigation

- Expenses for demonstration of SAR equipment ;
- Purchase of Auxiliary Vessel equipment used exclusively for SAR demonstration purposes;

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- Conference attendance;
- Other SAR System Awareness costs mutually agreed to in writing with the Canadian Coast Guard.

1.8 **Vessel Use Costs**

(a) Subject to the approval by Coast Guard of a claim submitted by a vessel owner, costs for vessel use by Auxiliary Members on Authorized Activities will be reimbursed in an amount equal to the lesser of:

(i) The amounts actually paid by the Auxiliary to its Members; and

(ii) The amounts calculated in accordance with the following formula:

(hours of Auxiliary vessel use) X (vessel length (in meters)) X (the approved hourly rate, as determined from time to time by Coast Guard and provided in writing to the Auxiliary)

(b) Coast Guard will determine which approved hourly rate applies to any vessel of an Auxiliary Member;

(c) Reimbursement for authorized vessel use shall be for one full hour for the first hour or part thereof, and for actual time spent thereafter after departing the dock;

(d) The Auxiliary may establish the rate for vessel reimbursement to its members. However, the rate may not be higher than the Department of Fisheries and Oceans calculated rates, based on the kilometric rates of the National Joint Council.

1.9 **Minor Repair Costs**

The costs of any minor repairs to Auxiliary Vessels, resulting from fortuitous loss or damage to hull, machinery or equipment, suffered while participating in an Authorized Activity, shall be an Eligible Cost reimbursable by Coast Guard in accordance with this Agreement, and on production by the Auxiliary of evidence documenting the loss or damage and related costs to repair, provided these costs do not exceed the applicable deductible specified in the hull and machinery or other applicable insurance policy.

1.10 **Travel Costs**

Travel and expenses for Authorized Activities will be reimbursed in accordance with the National Joint Council rates in effect when the expenses are incurred. Travel claims supported by satisfactory invoices and receipts, must be completed and retained by the Auxiliary for verification pursuant to Article 4.0 (Payment of the Contribution) of this Agreement. The Auxiliary may establish reimbursement rates for its members. However the rate may not be higher than the posted National Joint Council rates.

International Travel

All international travel must be pre-approved in writing by Coast Guard. On or before February 15 each year, the Auxiliary will submit a proposed plan for international travel in the next Fiscal Year, including the rationale for each trip, to Coast Guard for approval. All other international travel not approved in the plan must be pre-approved in writing by Coast Guard before reimbursement will be made.

1.11 **Hospitality Costs**

It is recognized that the Auxiliary is required to host regional and international functions and that hospitality costs may be incurred. The Auxiliary shall respect the maximum hospitality allowances as indicated in the *Treasury Board Secretariat (TBS) Directive on the Management of Expenditures on Travel, Hospitality and Conferences*. The costs of

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alcoholic beverages are not eligible for reimbursement under this Agreement. All hospitality must be pre-approved in writing by Coast Guard.

1.12 **Other Costs**

(a) Costs associated with the negotiation of this Agreement and any amendments to it;

(b) The costs of maintaining the Auxiliary in good standing under the *Canada Corporations Act Part II or the Canada Not-for-profit Corporations Act, 2009*, and any amendments to its articles of incorporation and other governing documents required in order to comply with this Agreement;

(c) The costs associated with preparing and negotiating the Annual Business Plans;

(d) Communications costs, in accordance with the approved Annual Business Plans;

(e) The national identity insignia which may include members' badges, lapel pins, crests and shoulder flashes, vessel pennants and such other identification which may be approved by the Auxiliary and Coast Guard; and

(f) The costs of conducting any other activities approved in writing by Coast Guard;

(g) Construction or purchase (including capital leasing) of major (>$10K) capital assets, including vessels or aircraft, but excluding vehicles;

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2.0 INELIGIBLE EXPENDITURES

The following expenditures are not eligible for reimbursement under this Agreement:

- Purchase of land;
- Purchase of Auxiliary vessel equipment required by Transport Canada, except the cost difference of personal protection equipment expenses that exceed Transport Canada requirements (calculated based on difference between the standard Transport Canada equipment cost and the average cost of personal protective equipment effective for SAR operations, and approved under the annual business plan process);
- Construction or purchase of buildings;
- Construction or purchase of docks, piers or jetties;
- On-going operating and maintenance costs for any Auxiliary-owned vessel and its equipment;
- Maintenance of any equipment not acquired under this Agreement, including equipment acquired under the NIF program (Except for maintenance of SAR pumps and maintenance of the Auxiliary's national data system);
- Purchase of Auxiliary uniforms;
- Expenditures related to any activities in waterways where the CCG does not provide SAR services, except for those with previous written agreement by Coast Guard;
- Expenditures related to any prohibited activities;
- Costs associated with the provision of patrol vessels for public events such as sailing regattas, fireworks displays, high risk fisheries etc. The provision of rescue or safety vessels for these types of activities is the responsibility of the event organizers and therefore should CCGA enter into a direct agreement for the provision of services with the event organizers, expenses incurred are not eligible for reimbursement under this agreement.

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SCHEDULE "C"

CONTRIBUTION AGREEMENT ANNUAL DEADLINES

Feb. 15 – Annual Business Plan for upcoming Fiscal Year due

– Statement of account and report for period of April 1 – December 31 due

– International travel plans due

March 31 – Insurance confirmations, renewal statistics and information due

- Annual Performance Indicators and Services Standards Report

May 15 - year end statement of account due

- excess funding owing to Receiver General for Canada due

- Annual Fundraising Report

Sept. 30 - Annual audited financial statement due

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SCHEDULE "D"

CCGA INSURANCE PROGRAM REQUIREMENTS

1.0 Insurance Coverage

All Auxiliary corporations are required to obtain insurance for their corporations and their respective Members, including coverage during or in connection with the implementation of the Contribution Agreements each of the Auxiliary Corporations, as described below for amounts set out below, and which amounts shall be reviewed and established annually by Coast Guard and the National Auxiliary.

1.1 Marine Hull insurance

1. Hull and Machinery insurance covering the Auxiliary Vessels, their equipment and appurtenances for an amount of not less than the value of the Auxiliary Vessels as determined by the CCGA and insurer.

   Hull and Machinery insurance for all Auxiliary Vessels which are commercial vessels and commercial fishing vessels, to a per occurrence limit not less than $3,000,000 and for all other vessels to a per occurrence limit not less than $1,200,000, except for non-owned vessels to a per occurrence limit not less than $250,000.

   Coverage must conform to the American Institute Hull Clauses (September 29th, 2009) or an agreed equivalent.

2. The policy must include the following endorsements:

   (a) Waiver of Subrogation Rights: Auxiliary's Insurer to waive all rights of subrogation against Her Majesty the Queen in right of Canada for any and all loss of or damage to the Auxiliary Vessels, however caused.

   (b) Notice of Cancellation: The Insurer to provide the Auxiliary and the Department of Fisheries & Oceans thirty (30) days written notice of cancellation.

1.2 Marine Liability insurance

1. The Auxiliary must obtain Protection & Indemnity (P&I) insurance including excess collision liability and pollution liability. The insurance must be placed with a member of the International Group of Protection & Indemnity Associations or with a fixed market in an amount of not less than the limits determined by the *Marine Liability Act*, S.C. 2001, c. 6. Coverage must include crew liability, if it is not covered by Worker's Compensation as detailed in paragraph (2.) below.

2. The Auxiliary must obtain provincial or territorial government Worker's Compensation insurance covering all employees engaged in the implementation of the Contribution Agreements, in compliance with the statutory requirements of the territory or province or state of nationality, domicile, or employment, having jurisdiction over such employees. If the Auxiliary is assessed any additional levy, extra assessment or super-assessment by a Worker's Compensation Board, as a result of an accident causing injury or death to an employee of the Auxiliary or due to unsafe working conditions, then such levy or assessment must be paid by the Auxiliary at its sole cost.

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3. The Protection and Indemnity insurance policy must include the following:

   (a) Additional Named Insured: Her Majesty the Queen in Right of Canada, as represented by Coast Guard of Fisheries and Oceans is added as an additional named insured, but only with respect to liability arising out of the performance of the Contribution Agreements by the Auxiliaries and their Members. The interest of Canada as additional named insured should read as follows: Her Majesty the Queen in right of Canada, as represented by Coast Guard of Fisheries and Oceans;

   (b) Waiver of Subrogation Rights: Auxiliary's Insurer to waive all rights of subrogation against Her Majesty the Queen in right of Canada for any and all loss of or damage to the Auxiliary Vessels however caused;

   (c) Notice of Cancellation: The Insurer will provide the Auxiliary and Coast Guard of Fisheries and Oceans thirty (30) days written notice of cancellation.

1.3 Commercial General Liability

1. The Auxiliary must obtain Commercial General Liability insurance, and maintain it in force throughout the duration of the Agreement, in an amount usual for an Agreement of this nature, but for not less than $15,000,000 per accident or occurrence and in the annual aggregate.

2. The Commercial General Liability policy must include the following:

   (a) Additional Named Insured: Canada is added as an additional named insured, but only with respect to liability arising out of the implementation of the Contribution Agreements by the Auxiliaries and their Members. The interest of Canada should read as follows: Her Majesty the Queen in right of Canada, as represented by Coast Guard of Fisheries and Oceans;

   (b) Bodily Injury and Property Damage to third parties arising out of the operations of the Auxiliaries and their Members;

   (c) Products and Completed Operations: Coverage for bodily injury or property damage arising out of goods or products manufactured, sold, handled, or distributed by the Auxiliaries and their Members and/or arising out of operations that have been completed by the Auxiliaries and their Members;

   (d) Personal Injury: While not limited to, the coverage must include Violation of Privacy, Libel and Slander, False Arrest, Detention or Imprisonment and Defamation of Character;

   (e) Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each;

   (f) Blanket Contractual Liability: The policy must, on a blanket basis or by specific reference to the Agreement, extend to assumed liabilities with respect to contractual provisions;

   (g) Employees and Volunteers must be included as Additional Named Insured;

   (h) Employers' Liability (or confirmation that all employees are covered by Worker's compensation (WSIB) or similar provincial or territorial government program);

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(i) Broad Form Property Damage including Completed Operations: Expands the Property Damage coverage to include certain losses that would otherwise be excluded by the standard care, custody or control exclusion found in a standard policy;

(j) Notice of Cancellation: The Insurer will provide the Auxiliary and the Department of Fisheries and Oceans thirty (30) days written notice of policy cancellation;

(k) Non-Owned Automobile Liability - Coverage for suits against the Auxiliary resulting from the use of hired or non-owned vehicles;

(l) Litigation Rights: Pursuant to subsection 5(d) of the *Department of Justice Act*, S.C. 1993, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

A copy of the letter must also be sent to the Auxiliary, and the Department of Fisheries and Oceans. Canada reserves the right to co-defend any action brought against Canada. All expenses incurred by Canada to co-defend such actions will be at Canada's expense. If Canada decides to co-defend any action brought against it, and Canada does not agree to a proposed settlement agreed to by the Auxiliary's insurer and the plaintiff(s) that would result in the settlement or dismissal of the action against Canada, then Canada will be responsible to the Auxiliary's insurer for any difference between the proposed settlement amount and the amount finally awarded or paid to the plaintiffs (inclusive of costs and interest) on behalf of Canada.

1.4 Automobile Liability Insurance

1. Automobile Liability insurance in an amount usual for an Agreement of this nature, but for not less than $2,000,000 per accident or occurrence;

2. Automobile liability insurance to a per accident combined single limit not less than $12,000,000;

3. The policy must include the following:

(a) Third Party Liability - $2,000,000 Minimum Limit per Accident or Occurrence;

(b) Accident Benefits - all jurisdictional statutes;

(c) Uninsured Motorist Protection;

(d) Notice of Cancellation: The Insurer will provide the Auxiliary and Coast Guard of Fisheries and Oceans thirty (30) days written notice of cancellation;

e) OPCF/SEF/QEF #3 - Drive Government Automobiles Endorsement.

1.5 Comprehensive Crime insurance

1. Comprehensive Crime (Fidelity) insurance on a Blanket basis in an amount as listed below:

(a) Insuring Agreement I: Employee Dishonesty (Form A) in an amount of not less than $100,000 covering all employees of the Auxiliary. Such Fidelity Insurance must contain a "Third-Party Extension" or "Client Coverage" extending such coverage to Canada with respect to the risks associated with this agreement;

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(b) Agreement II/III: Money & Securities Loss Inside Premises/Outside Premises in an amount not less than $2,500.

2. The Comprehensive Crime insurance must include the following:

(a) Notice of Cancellation: The Insurer will provide the Auxiliary and Coast Guard of Fisheries and Oceans thirty (30) days written notice of policy cancellation.

1.6 Accidental Death and Dismemberment

Accidental Death and Dismemberment insurance to a maximum Principal Sum not less than $1,500,000 per person (subject to an aggregate limit not less than $20,000,000 if coverage without an aggregate limit is not available at commercially reasonable cost) including scheduled accident benefit amounts for temporary or permanent disability.

1.7 Director's and Officer's Liability

1. Director's and Officer's Liability insurance, in an amount usual for an Agreement of this nature, but, in any case, for a limit of liability not less than $5,000,000 per loss and $5,000,000 in the aggregate;

2. If this is a claims made policy and the duration of the Agreement exceeds the policy term, in the event of cancellation or non-renewal of the policy, an Extended Claims Reporting Endorsement, minimum twelve (12) months, must be secured;

3. The following endorsement must be included:

Notice of Cancellation or Amendment: The Insurer will to provide the Auxiliary and Coast Guard of Fisheries and Oceans thirty (30) days written notice of cancellation.

1.8 Additional Insurance

Any additional insurance required by written agreement of Coast Guard and the Auxiliary.

1.9 Insurance Deductibles

The amount of the deductible applicable to the insurance policy or policies, or applicable under any insurance policy coverage, shall be an Eligible Cost reimbursable by Coast Guard in accordance with this Agreement, and on production by the Auxiliary of written confirmation by the underwriter, insurance agent or insurance broker that the loss falls within the insured coverage.

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ANNEX "A"

ARCTIC CHAPTER

All aforementioned requirements, eligibility, elements of the body of the contribution agreements also apply to the Arctic Auxiliary Chapter, unless explicitly noted as otherwise within Annex A.

1.0 ADDITIONAL ELIGIBLE COSTS

Costs eligible for reimbursement are the following reasonable and properly itemized costs incurred by the Arctic Auxiliary in respect of Authorized Activities. All costs incurred by the Auxiliary for non-authorized activities shall be the sole responsibility of the Auxiliary.

1.1 SAR/ER Operations

- Advancement of funding for fuel (to ensure preparedness of assets to respond when needed); and
- Containment for fuel (barrels) and fuel transfer pumps.

1.2 Other Costs (Support to Response)

- Equipment
  - Communication equipment;
  - Vessel equipment required by Transport Canada;
  - Training and search and rescue equipment required to conduct training and SAR operations;
  - Basic oil spill response equipment i.e. containment booms, skimmers, disposal containment; and
  - Survival equipment (kits including tents, food/rations, and cold water flotation suits).
- Minor maintenance costs of vessels and vessel equipment, to be approved through business plan approval processes each year.

1.3 Training Costs

- Increased incidental rate for trainers travelling to Arctic communities to provide training, to up $50/day.

2.0 ADDITIONAL ELIGIBLE ACTIVITIES:

- Environmental response activities such as deployment of Arctic cache equipment to provide initial containment until a primary responder arrives on-scene; and
- Any other environmental response activities agreed to in writing by the Minister and the Auxiliary.

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Canadian Coast Guard Auxiliary Contribution Program

CONTRIBUTION AGREEMENT

AMENDMENT #1

BETWEEN:

HER MAJESTY THE QUEEN IN RIGHT OF CANADA,
as represented by the Minister of Fisheries and Oceans, through the Canadian Coast Guard

AND:

CANADIAN COAST GUARD AUXILIARY – CENTRAL & ARCTIC INC.,
a non-profit corporation incorporated under the *Canada Not-for-Profit Corporations Act* with head office at 305 Milner Avenue, suite 208 Toronto, ON M1B 3V4

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SCHEDULE "B"

ELIGIBLE COSTS

Delete

1.12 **Other Costs**

(g) Construction or purchase (including capital leasing) of major (>$10K) capital assets, including vessels or aircraft, but excluding vehicles;

Insert

1.12 **Other Costs**

(g) Construction or purchase (including capital leasing) of major (<$10K) capital assets, including vessels or aircraft, but excluding vehicles;

CANADIAN COAST GUARD AUXILIARY – CENTRAL & ARCTIC INC.

(Peggy Griffin)
President

Witness:
Print Name:

Per: _____

Date: _____

HER MAJESTY THE QUEEN IN RIGHT OF CANADA, as represented by the Minister of Fisheries and Oceans

(Greg Lick)
Director General, Operations
Canadian Coast Guard

Date: _____

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Fisheries and Oceans Canada
Pêches et Océans Canada

Canadian Coast Guard
Garde côtière canadienne

Canadian Coast Guard Auxiliary Contribution Program

CONTRIBUTION AGREEMENT

BETWEEN:

HER MAJESTY THE QUEEN IN RIGHT OF CANADA,
as represented by the Minister of Fisheries and Oceans, through the Canadian Coast Guard

AND:

CANADIAN COAST GUARD AUXILIARY – NEWFOUNDLAND and LABRADOR INC., a non-profit corporation incorporated under the *Canada Not-for-Profit Corporations Act* with head office at 280 Southside Rd, St John's NL A1E 0A3

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CONTRIBUTION AGREEMENT

BETWEEN:

HER MAJESTY THE QUEEN IN RIGHT OF CANADA ("**Her Majesty**"), as represented by the Minister of Fisheries and Oceans, through the Canadian Coast Guard (hereinafter referred to as "Coast Guard")

AND:

CANADIAN COAST GUARD AUXILIARY – NEWFOUNDLAND and LABRADOR INC., a non-profit corporation incorporated under the Canada Not-for-Profit Corporations Act (hereinafter, referred to as the "Auxiliary")

Coast Guard and the Recipient are also referred to individually as a "Party", or collectively, as the "Parties".

WHEREAS:

1. Coast Guard is responsible for the provision of the maritime component of the federal search and rescue system;

2. The Auxiliary's mission is to provide volunteer maritime rescue services;

3. The Auxiliary has requested financial assistance from Coast Guard towards the costs associated with carrying out authorized activities related to maritime Search and Rescue (SAR) operations and other maritime activities which are in direct support of Coast Guard's mandate; and

4. Coast Guard wishes to contribute financial assistance to the Auxiliary under the Canadian Coast Guard Auxiliary Contribution Program.

THEREFORE, in consideration of the respective obligations set out below, the Parties agree as follows:

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1.0 THE AGREEMENT

1.1 Entire Agreement

This Agreement is made pursuant to the Canadian Coast Guard Auxiliary Contribution Program, constitutes the entire agreement between the Parties and supersedes all previous documents, negotiations, arrangements, undertakings and understandings related to its subject matter.

1.2 Definitions

In this Agreement:

(a) **"Agreement"** means this contribution agreement, including:

Schedule A: Eligible Activities;
Schedule B: Eligible Costs;
Schedule C: Contribution Agreement Annual Deadlines;
Schedule D: CCGA Insurance Program Requirements;
Business Plan; and
Annex A: Arctic Chapter;

(b) **"Annual Business Plan"** means the annual business plan of the Auxiliary in accordance with Article 2.0;

(c) "**Arctic**" is defined as areas of Canada north of 55° degrees latitude, or communities along the Arctic Ocean or other northern communities in Canada defined as Arctic by the Canadian Federal government. Excluding the coast of British Columbia;

(d) **"Eligible Activity"** means an activity, within one of the categories listed in Schedule A, and which is either:

(i) listed in the Annual Business Plan which has been approved by Coast Guard;

(ii) a maritime SAR activity authorized through the assignment of a case number, by a Joint Rescue Coordination Centre (JRCC) or a Maritime Rescue Sub-Centre (MRSC);

(iii) a marine environmental response activity authorized, through assignment of a case number from a Coast Guard Regional Operation Centre (ROC), JRCC or

(iv) activities otherwise authorized in writing by Coast Guard;

(e) **"Auxiliarist"** or **"Member"** means a member of the Auxiliary;

(f) **"Auxiliary Vessel"** means a vessel which meets the requirements set out in Section 6.6 of this Agreement (Auxiliary Vessel Requirements);

(g) **"Canadian Coast Guard"** or **"Coast Guard"** means the Canadian Coast Guard which is a Special Operating Agency of the Department of Fisheries and Oceans;

(h) **"Contribution"** means the financial assistance provided by Coast Guard, as described in Article 3.0;

(i) "**Contribution Objective**" means the objective set out in Article 3.1;

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(j) **"JRCC"** means the Joint Rescue Coordination Centre(s) at Halifax, Nova Scotia, Trenton, Ontario, or Victoria, British Columbia;

(k) **"Eligible Costs"** means those costs incurred and paid by the Auxiliary with respect to the Authorized Activities, in accordance with Schedule B (Eligible Costs) and Annex A;

(l) "**ER**" means marine environmental response, and more specifically activities undertaken to ensure an appropriate response to ship-source and unknown mystery pollution spills in Canadian waters and waters under international agreements, to minimize the environmental, economic, and public safety impacts of marine pollution incidents;

(m) **"Fiscal Year"** means the 12-month period from April 1 to March 31;

(n) **"Minister"** means the Minister of Fisheries and Oceans, and the Canadian Coast Guard and includes any official of the Department of Fisheries and Oceans, and the Canadian Coast Guard, acting on behalf of the Minister;

(o) **"National Guidelines"** means the National Guidelines of the Canadian Coast Guard Auxiliary, 2017 Edition, as amended from time to time;

(p) **"MRSC"** means the Maritime Rescue Sub-Centre in Quebec, Quebec or St. John's, Newfoundland;

(q) **"SAR"** means maritime search and rescue, and more specifically the search for and provision of aid to persons, ships or other craft which are, or are feared to be in distress or imminent danger; and

(r) **"ROC"** means the Regional Operations Centres located in Victoria, British Columbia; Montreal, Quebec; and St. John's, Newfoundland and Labrador.

1.3 Effective Date and Term

This Agreement shall be effective on the day on which it has been signed by both Parties and, unless terminated earlier as provided in this Agreement, shall remain in effect until the later of:

(a) March 31, 2023; and

(b) the payment or repayment by both Parties of all amounts due under this Agreement.

The respective rights and obligations of the Parties with respect to overpayments, evaluation, audit, indemnification, and default shall survive the expiry or early termination of this Agreement.

2.0 ANNUAL BUSINESS PLAN

2.1 Content of Annual Business Plan

On or before February 15 of each year, the Auxiliary shall provide to Coast Guard, for approval, an Annual Business Plan for the upcoming Fiscal Year,

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which has been approved by the Auxiliary's board of directors and by the Regional SAR Superintendents. The Annual Business Plan shall include:

(a) an update of the current Fiscal Year's Eligible Costs incurred and paid up to December 31;

(b) a description of the proposed Authorized Activities to be pursued during the upcoming Fiscal Year; and

(c) projected annual forecast of Eligible Costs for the upcoming Fiscal Year, broken down into the categories set out in Schedule B (Eligible Costs), including separate annual forecast for CCGA National Corporation activities.

2.2 **Approval by Coast Guard**

The Annual Business Plan must be approved in writing by Coast Guard. Within 45 days of receiving the Annual Business Plan in accordance with Article 2.1, the Auxiliary will be advised of the results of the review.

2.3 **Eligible Cost Variances**

Following approval by Coast Guard of the Annual Business Plan, the Auxiliary may adjust the allocation of the maximum annual amount of the Contribution among the categories of Eligible Costs. However, any proposed adjustment resulting in an increase or decrease of 10% or more (in aggregate) of the original approved amount for any category will require the prior written approval Coast Guard.

2.4 **Additional Reports**
The Auxiliary will submit additional reports on activities and expenditures as may be reasonably requested by Coast Guard.

3.0 THE CONTRIBUTION

3.1 **Contribution Objective**

For the Auxiliary to provide strategically located (as determined by Coast Guard in consultation with Coast Guard Auxiliary Corporations), trained and qualified CCGA members and vessels that are prepared and available for supporting Coast Guard search and rescue activities, and other Coast Guard mandated activities.

3.2 Contribution

Subject to all the terms and conditions in this Agreement, Coast Guard will make a Contribution to the Auxiliary for the reimbursement of Eligible Costs incurred by the Auxiliary in carrying out the Authorized Activities.

3.3 **Maximum Annual Amount**

The maximum amount of the Contribution, in each Fiscal Year of this Agreement, from 2018-19 up to and including 2022-23, is the amount set out in the approved Annual Business Plan in respect of that Fiscal Year.

3.4 **Appropriations and Departmental Funding Levels**

Any payment by Coast Guard under this Agreement is subject to there being an appropriation for the Fiscal Year in which the payment is to be made. Payments may be cancelled or reduced in the event that departmental funding levels are reduced by Parliament, on the condition that Coast Guard will provide at least 60 days written notice to the Auxiliary of any such proposed cancellation or

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reduction, and all Eligible Costs incurred by the Auxiliary prior to the effective date of such cancellation or reduction will be reimbursed in accordance with this Agreement.

3.5 **Stacking of Financial Assistance**

(a) Total federal, provincial and municipal government funding (**"Total Government Assistance"**) for the same Eligible Costs for any Authorized Activity to which Coast Guard has contributed funding will not exceed 100% of such Eligible Costs (the **"Stacking Limit"**);

(b) The Auxiliary will advise Coast Guard promptly of any additional federal, provincial, territorial or municipal funding received for activities funded under this agreement. Coast Guard reserves the right to reduce the Contribution by the amount of such additional Total Government Assistance. Any amount repayable by the Auxiliary as a result of a reduction is due upon receipt of a notice to repay the amount, and is recoverable as a debt due to the Crown.

3.6 **Fundraising**

Fundraising costs to support approved activities may be reimbursable to the Auxiliary under this Agreement. The amount of the Contribution to which the Auxiliary is otherwise entitled will not be affected by money so raised by the Auxiliary.

The Auxiliary shall provide an annual report by May 15 each year to Coast Guard detailing the total fundraising expenditures claimed as Eligible Costs, and total funds raised by the Auxiliary using Contribution Agreement funds.

All funds raised by the Auxiliary using contribution funding must be used to fund National SAR program objectives.

4.0 PAYMENT OF THE CONTRIBUTION

4.1 **Claims for Reimbursement of Eligible Costs**

(a) The Auxiliary will be reimbursed for Eligible Costs incurred based on itemized claims submitted. Claims must be accompanied by details of all associated costs; and substantiated by such documents as may be required by Coast Guard.

(b) The Auxiliary shall submit claims on a periodic basis to Coast Guard for approval and payment.

4.2 **Advance Payments**

Coast Guard may, if satisfied that it is essential to the successful completion of the Authorized Activities, pay all or part of the Contribution, by issuing periodic advance payments as follows:

(a) **Initial Advance**

An initial advance payment may be made based on the forecast of cash flow requirements for Eligible Costs to be incurred during the first advance period, as set out in the Annual Business Plan approved by Coast Guard.

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(b) **Subsequent Advances**

Coast Guard may advance additional funds on a quarterly basis on the request of the Auxiliary and based on projected cash flow requirements for the relevant quarter.

(c) **Statement of Account**

Each advance payment must be accounted for by the Auxiliary, to the satisfaction of Coast Guard, within the time limit set out in the chart below. The Auxiliary shall provide a statement of account, satisfactory to Coast Guard, of the Eligible Costs incurred and paid during the advance period, including funds advanced to the CCGA National Corporation.

In any Fiscal Year, no more than one (1) semi-annual advance will be made without receiving a statement of account, satisfactory to Coast Guard, for the first semi-annual advance. Where any statement of account is outstanding Coast Guard may require the Auxiliary to return current advanced funds, or refuse to make further advances until the situation is resolved, without prejudice to other remedies applicable under this Agreement.

For semi-annual advances received in:	**Statement of account due by:**
April	August 31
October	May 15

(d) **Deduction of Advance Overpayment**

If the Amount of the advance payments exceeds the amount of the Contribution payable for that period, the Minister may deduct the excess amount from any subsequent advance by the Minister under this Agreement.

4.3 **Supporting Documents**

All claims and reports provided by the Auxiliary under this Agreement will be substantiated by such documents, records and information as may be requested by Coast Guard, including invoices or any other documentation required to verify the expenditures and other information included in the claims and reports. Coast Guard will have no obligation to make any payment of the Contribution unless all requested information and supporting documentation has been provided.

4.4 **Unspent Funds at Year-end**

Advanced funds must be used for approved eligible activities in the fiscal year in which the funds were advanced. At the end of each fiscal year, any Contribution funds advanced to the Auxiliary which remain unspent shall be dealt with as follows:

(a) the Auxiliary may use unspent funds to pay for approved activities carried out up to and including March 31st. To be eligible, payments for approved activities carried out prior to fiscal year end must be made on or before April 30th, and are subject to the terms of section 4.2;

(b) any remaining balance, after payments applied in April, as defined in (a), shall be returned to the Receiver General for Canada on or before May 15 of the next Fiscal Year; and

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(c) upon the expiration or early termination of this Agreement, the Auxiliary shall return unspent contribution funds to the Receiver General for Canada by May 15 of the next Fiscal Year or within the delay set out in Article 13.0 (Early Termination), as applicable.

4.5 **Overpayments**

Any overpayment of the Contribution, including disallowed expenses or unexpended balances, shall be repaid by the Auxiliary promptly (to the Receiver General for Canada) and no later than thirty (30) days from notice by Coast Guard (the "**due date**"), together with interest from the due date, in accordance with the Interest and Administrative Charges Regulations under the *Financial Administration Act*. Any such amount is a debt due to Her Majesty in right of Canada and is recoverable as such.

4.6 **Transitional Consideration for reimbursement of Eligible Expenditures.**

Coast Guard may reimburse the Auxiliary for any reasonable Eligible Expenditures that the Auxiliary incurs between the date of April 1, 2018 and the date of signature of this Agreement by both parties, if signed after April 1, 2018.

5.0 REPORTING REQUIREMENTS

5.1 **Performance Indicators & Service Standards**

The Auxiliary is required to collect and report on performance indicators and service standards as developed by Coast Guard and the Auxiliaries, to demonstrate how the objectives of this Agreement (Annual Business Plan) are measured and achieved.

The Auxiliary will provide to Coast Guard on or before March 31 of each year a Performance Indicators & Service Standards report including the following information in respect of the preceding calendar year:

(i) Number of members;
(ii) Number of vessels;
(iii) Number of taskings;
(iv) Number of members trained in each specific Auxiliary activity;
(v) Number and type of each training activity;
(vi) Number of junior Members;
(vii) Total value of vessels in the regions;
(viii) Number of community-based vessels;
(ix) Number of vessels owned by the Auxiliary;
(x) Total volunteer hours for SAR operations;
(xi) Total vessel hours;
(xii) Total hours for training activities;
(xiii) Total hours for other activities, including administration, patrols, meetings and organization; and
(xiv) Total hours for fundraising activities.

The Performance Indicators & Service Standards report will also include such information as is required by Coast Guard to demonstrate how the Contribution Objective of this Agreement has been measured and achieved.

5.2 **Annual Report on Activities for CCGA Insurance Program**

On or before March 31 each year, the Auxiliary shall provide to Coast Guard a copy of the information required by the insurer for renewal of their CCGA Insurance Plan.

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5.3 **Periodic Statistical Reports**

The Auxiliary will provide any statistical reports on the activities funded, which may be requested from time to time by Coast Guard.

6.0 SPECIAL PROVISIONS

6.1 **Insurance Requirements**

The Auxiliary shall ensure that the Auxiliary and its Members are insured during the term of this Agreement, by as described in Schedule D (CCGA Insurance Program Requirements). The Auxiliary shall ensure that a certificate of insurance confirming the required coverage with respect to the Auxiliary and its Members, is provided to Coast Guard each year.

6.2 **Obligation to Decline Unsafe Activity**

The Auxiliary shall ensure that all Members are aware that they must not participate in any activity under this Agreement if the activity is beyond the safe capability of the Auxiliary Vessel or its crew, and that the JRCC, MRSC and ROC must be notified immediately of any such occurrence.

6.3 **Absolute Prohibitions**

(a) **Absolute Prohibition on Diving**

Auxiliary Members are not permitted to engage in any type of diving activity under this Agreement, including but not limited to rescue diving, recovery diving or investigative diving.

(b) **Absolute Prohibition on Firing of Pyrotechnic Distress Flares for Demonstration Purposes**

Auxiliary Members are not permitted to use live flares in conducting pyrotechnic distress flare demonstrations.

(c) **Absolute Prohibition on Being Hoisted into Helicopters during Training**
Auxiliary Members are not permitted to be hoisted into helicopters during training exercises.

(d) **Notice in Writing to All Members**

The Auxiliary shall ensure that all its Members are advised in writing of the prohibited activities set out in this section 6.3, and that any Auxiliary Member who participates in any such activity will be doing so at his or her own risk, outside the terms and conditions of this Agreement and not covered by the CCGA Insurance Program.

6.4 **Auxiliary Membership Conditions**

The Auxiliary shall ensure that:

(a) all Members and Auxiliary Vessels are enrolled and continue to be enrolled only in accordance with the terms and conditions of this Agreement, and the terms and conditions of the membership agreement between the Member and the Auxiliary, to the extent that they are not inconsistent with this Agreement; and that

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(b) all Auxiliary Members have, as a condition of their enrollment and continued membership, waived, in writing, all salvage rights that may arise on an Authorized Activity.

6.5 **Use of Canadian Coast Guard Auxiliary Name and Insignia, and Public Acknowledgement of Funding**

The Auxiliary shall ensure that its Members use the "Canadian Coast Guard Auxiliary" name and identification insignia only when engaged in Authorized Activities and in such manner as will avoid discrediting the Auxiliary, Coast Guard or the Government of Canada.

In the case of an Auxiliary with a name other than "Canadian Coast Guard Auxiliary" the Auxiliary will publicly acknowledge the government of Canada's contribution to the Auxiliary, and acknowledge the Coast Guard as one of their principal funding sources, as mutually agreed between the Auxiliary and the Coast Guard.

6.6 **Auxiliary Vessel Requirements**

The Auxiliary shall ensure that any vessel provided for Authorized Activities meets the following requirements:

(a) an Auxiliary Member in good standing, with the requisite knowledge, skill and certification is in command of the vessel;

(b) the vessel meets the requirement set out in the National Guidelines under "Acceptance Criteria for Vessels"; and

(c) the vessel meets all applicable regulatory requirements for that vessel, including any required inspection and approvals by the appropriate regulatory agency.

6.7 **Governing Authorities**

The Auxiliary shall ensure that all of its activities and affairs under this Agreement are conducted in accordance with:

(a) the terms and conditions of this Agreement;

(b) all applicable laws and regulations;

(c) the CCGA National Guidelines, provided that in the event of any inconsistency between the National Guidelines and the provisions of this Agreement, the provisions of this Agreement shall govern; and

(d) any rules, regulations or by-laws adopted by the Auxiliary, provided that they are compatible with all of the foregoing.

6.8 **Equipment and Surplus Assets**

(a) Any surplus assets, the cost of which was greater than $3000, to which Coast Guard has contributed under this Agreement, may only be disposed of by the Auxiliary with prior approval by Coast Guard; and

(d) At Coast Guard's discretion and under exceptional circumstances, Coast Guard may make available equipment to support the Auxiliary in Authorized Activities. The provision of any equipment shall be in accordance with applicable legislation and policies, including the *Public Property Loan Regulations*, enacted under the *Financial Administration Act*.

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7.0 RECORDS AND AUDIT REQUIREMENTS

7.1 Annual Financial Statements

On or before September 30 of each year during the term of this Agreement, the Auxiliary shall provide Coast Guard with a copy of its annual audited financial statements with respect to the immediately preceding Fiscal Year, which include all Contribution funds, presented in conformity with Canadian generally accepted accounting principles.

7.2 Coast Guard's Right to Audit Accounts and Records

(a) The Auxiliary shall retain all books, records and accounts relating to Eligible Costs for which the Auxiliary has been reimbursed under this Agreement, for a period of five (5) years after the expiry or termination of this Agreement;

(b) The Auxiliary shall preserve and make available for audit and examination by Coast Guard or Coast Guard's representatives the books, accounts, records and information necessary to ensure compliance with the terms and conditions of this Agreement. Coast Guard will have the right to conduct such additional audits at Coast Guard's expense as may be considered necessary using audit staff selected by Coast Guard;

(c) Coast Guard shall be entitled to take copies in paper and electronic form and extracts from such books, records and accounts, at Coast Guard's expense, and the Auxiliary shall provide Coast Guard with any information as may be requested to complete the audit. Expenses incurred by the Auxiliary for overtime salaries required for the audit will be Eligible Costs pursuant to this Agreement;

(d) Coast Guard will consult with the Auxiliary before conducting any audits, to coordinate the timing and resources required, and will review the draft audit report with the Auxiliary before it is finalized; and

(e) Any discrepancies identified by audit or otherwise shall be promptly adjusted between the Parties, including reimbursement of any contribution made by Coast Guard which was not used in accordance with this Agreement.

7.3 Access to Premises

The Auxiliary will provide Coast Guard or Coast Guard's representatives with reasonable access to the Auxiliary's premises to inspect and assess the implementation of this Agreement or any element thereof, and supply promptly on request such data as Coast Guard may reasonably require for statistical or evaluation purposes.

8.0 REPRESENTATIONS, WARRANTIES AND UNDERTAKINGS:

8.1 Power and Authority

The Auxiliary represents and warrants that it is duly incorporated and validly existing and in good standing under the laws of Canada and has the power and authority to carry on its business, hold property, and enter into this Agreement; and undertakes all necessary action to maintain itself in good standing and to preserve its legal capacity during the term of this Agreement.

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8.2 **Authorized Signatories**

The Auxiliary represents and warrants that the signatories to this Agreement have been duly authorized to execute and deliver this Agreement on its behalf.

8.3 **Binding Obligations**

The Auxiliary represents and warrants that the execution, delivery and performance of this Agreement have been duly and validly authorized, and when executed and delivered will constitute a legal, valid and binding obligation of the Auxiliary enforceable in accordance with its terms.

8.4 **No Pending Suits or Actions**

The Auxiliary warrants that it is under no obligation or prohibition, nor is it subject to or threatened by any actions, suits or proceedings which could or would prevent compliance with this Agreement and undertakes to advise Coast Guard forthwith of any such occurrence during the term of this Agreement.

9.0 NOTICES

All notices, reports, and other communication under this Agreement shall be in writing and shall be delivered in the case of Coast Guard, to:

Director, Operational Business/Directrice, Exploitations opérationnelle
Canadian Coast Guard/Garde côtière canadienne
200 Kent St (5N177)
Ottawa, ON
K1A 0E6
Tel: (613) 949-9125
Email: mich.leblanc@dfo-mpo.gc.ca

And in the case of the Auxiliary to:

CANADIAN COAST GUARD AUXILIARY – NEWFOUNDLAND and LABRADOR INC.
280 Southside Rd
St John's NL A1E 0A3
Kelly.Doody@ccga-nl.ca

or to such other address that either Party may designate by notice to the other.

Any such communication is deemed to have been received:

(a) on the day of delivery, if hand delivered; or

(b) when the other party acknowledges receipt, if sent by courier, registered mail, fax or e-mail.

10.0 INDEMNIFICATION

The Auxiliary shall indemnify and save harmless Her Majesty the Queen in right of Canada, Her ministers, officers, employees and agents from and against all claims, demands, costs (including legal costs), losses, damages, actions, suits and proceedings, by whomsoever brought or prosecuted, caused by or related to any act or omission of the Auxiliary, its Members, directors, officers, employees, agents, contractors, or anyone for whom the Auxiliary is responsible in law, in carrying out this Agreement.

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11.0 DISPUTE RESOLUTION

In the event of any dispute in connection with or arising out of this Agreement, the Parties shall use their best efforts to settle any such dispute. If the Parties fail to reach an agreement within a period of thirty (30) days or such greater period as may be mutually agreed upon after such dispute arises, then the Parties may agree to refer the dispute to mediation or arbitration under the *Commercial Arbitration Act,* R.S.C. 1985. C. 17 (2nd Supp.) or such other arbitration rules as may be agreed upon by the Auxiliary and the CCG.

12.0 DEFAULT AND RECOVERY

12.1 Acts of Default

Any failure by the Auxiliary to satisfy a material term, condition, or undertaking of this Agreement shall constitute an act of default, entitling Coast Guard, acting reasonably to:

(a) suspend or terminate any obligation of Coast Guard to contribute to Eligible Costs including any obligation to pay any amount owing prior to the date of such suspension or termination; or

(b) require the Auxiliary to repay all or part of the Contribution forthwith upon demand, as a debt due to Her Majesty the Queen in Right of Canada, which may be recovered as such.

12.2 Remedy Period

Before exercising any remedy referred to in the previous section, Coast Guard will give written notice to the Auxiliary of the condition or event which constitutes an event of default and the Auxiliary will have a period of thirty (30) days following receipt of the notice to demonstrate to the satisfaction of Coast Guard that it has either corrected the condition or event complained of or demonstrated that it has taken such steps as are necessary to correct the condition or event and so notified Coast Guard.

13.0 EARLY TERMINATION

Either Party may terminate this Agreement at any time by written notice of intent to terminate delivered to the other Party not less than ninety (90) days prior to termination. Within 90 days following the termination, the Auxiliary shall provide to Coast Guard all outstanding reports and documentation, a final Performance Indicators and Service Standards Report for the Fiscal Year or portion thereof ending on the termination day, in accordance with this Agreement, and the Parties shall make any necessary payments or repayments of the Contribution as may be required.

14.0 GENERAL CONDITIONS

14.1 Amendment and Waiver

No amendment of this Agreement or waiver of its terms shall have any force or effect unless made in writing and signed by both Parties.

14.2 Prohibition on Assignment

Neither this Agreement, nor any part of this Agreement, nor any amount payable under this Agreement shall be assigned by the Auxiliary without the prior written consent of Coast Guard.

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14.3 **Compliance with Laws**

The Auxiliary will comply with all federal, provincial and municipal laws governing the Auxiliary and the Authorized Activities, including but not limited to statutes, regulations, by-laws and ordinances.

14.4 **House of Commons and Senate**

No member of the House of Commons or the Senate, either directly or indirectly, shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom.

14.5 **No Conflict of Interest**

The Auxiliary represents and warrants that no individual, for whom the post-employment provisions of the *Conflict of Interest and Post-Employment Code for Public Office Holders or the Values of Ethics Code for the Public Service* apply, will derive a direct benefit from this Agreement unless that individual is in compliance with the applicable post-employment provisions.

14.6 **No Gifts or Inducements**

The Auxiliary represents and warrants that it has not, nor has any person acting on its behalf, offered or promised to any officials or employee of Her Majesty, for or with a view to obtaining this Agreement, any bribe, gift or other inducement.

14.7 **No Contingency Fee**

The Auxiliary represents and warrants that it has not nor has any person on its behalf employed any person to solicit this Agreement for a commission, contingency fee or any other consideration dependent upon the execution of this Agreement.

14.8 **Relationship of the Parties**

This Agreement is a contribution agreement only, not a contract for services or employment and nothing in this Agreement, or the Parties' relationship or actions is intended to create, nor shall be construed as creating, a partnership, employment or agency relationship between them. The Auxiliary shall not make any representation to that effect, and shall indemnify and save harmless Her Majesty the Queen in right of Canada, Her ministers, officers, employees and agents in respect of any claims arising from failure to comply with the foregoing.

14.9 **Successors and Assigns**

This Agreement is binding on the Parties and their successors and permitted assigns.

14.10 **Severability**

Any provision of this Agreement or part thereof, prohibited by law or otherwise invalid or ineffective will be ineffective only to the extent of such prohibition or ineffectiveness and will be severable.

14.11 **Long Term Obligations**

The Auxiliary will have no claim against Her Majesty the Queen in right of Canada related to any loan, capital lease or long-term obligation it enters into in relation to this Agreement.

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14.12 **Lobbyist Registration**

The Auxiliary confirms that any person lobbying on its behalf in respect of this Agreement and required to be registered pursuant to the *Lobbying Act*, R.S.C. 1985, c.44 (4th Supp.) is so registered.

14.13 **Official Languages**

The Auxiliary shall wherever warranted and whenever possible provide Auxiliary services in both official languages.

14.14 **Governing Law**

This Agreement shall be governed by the laws in force in the province of the signing Auxiliary Corporation and the laws of Canada applicable therein.

IN WITNESS WHEREOF, the Parties have executed this Agreement in THREE originals through their duly authorized representatives.

CANADIAN COAST GUARD AUXILIARY – NEWFOUNDLAND and LABRADOR INC.	**HER MAJESTY THE QUEEN IN RIGHT OF CANADA, as represented by the Minister of Fisheries and Oceans**
_____	_____
(Aidan Penton) **President**	**(Greg Lick)** **Director General, Operations** **Canadian Coast Guard**
Witness: **Print Name:**	
Per: _____	
Date: _____	**Date:** _____

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SCHEDULE "A"

ELIGIBLE ACTIVITIES

The following categories of activities may be approved under this Agreement as "Authorized Activities", as defined in section 1.2(d)

Search and Rescue

- Search and Rescue (SAR) response
- Assisting disabled vessels
- Towing of disabled vessels
- Fire fighting to save lives
- Self-tasking for distress incidents
- Major SAR disaster response
- Provision of humanitarian assistance

Support to Search and Rescue

- Provision of patrol vessels for public events such as sailing races, fireworks displays
- Co-crewing on Canadian Coast Guard vessels

Training

- Participation in international SAR events and training activities, upon Ministerial approval
- Participation in national and regional SAR
- Participation in training courses and exercises
- Participation in joint training with Canadian Coast Guard vessels, U.S. Coast Guard vessels, U.S. Coast Guard Auxiliary vessels, the Canadian Forces, or other SAR agencies
- Familiarization patrols
- Participation in environmental response training activities
- Preparation of training manuals and equipment

Administration

- Funded activities of the CCGA National Corporation as per written decision of the CCGA National Council
- Attendance at CCGA meetings and approved meetings of other organizations
- Travel to CCGA authorized activities
- Conference attendance
- Administration/organizational activities
- Recruitment activities
- Awards and recognition activities
- Fundraising activities
- Data gathering

SAR System Awareness

- Public awareness of our regional and/or National Canadian SAR system capabilities and capacity, including contributions from our volunteer partners.
- SAR system awareness activities such as presentations, staffing booths at boat shows, and demonstrations of SAR equipment.
- Conference attendance.

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Other

- The preparedness of vessels that are used solely for Auxiliary authorized activities, such as, transit to and from maintenance, repair, storage and refueling facilities.
- Checking and reporting of Coast Guard aids to navigation.
- Participation in documented mutually agreed to environmental response activities and related training.
- Any other activities authorized in writing by Coast Guard.

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SCHEDULE "B"

ELIGIBLE COSTS

1.0 ELIGIBLE COSTS

Costs eligible for reimbursement are the following reasonable and properly itemized costs incurred by the Auxiliary in respect of Authorized Activities. All costs incurred by the Auxiliary for non-authorized activities shall be the sole responsibility of the Auxiliary.

1.1 Administration Costs

- Funding activities of the CCGA National Corporation as per written decision of the CCGA National Council
- Office and stationery supplies and materials
- Rental of office space
- Purchase and rental of office equipment and furniture
- Ongoing operating and maintenance costs of office equipment
- Purchase and rental of computers, computer software and computer equipment
- Repair and upgrading of computer equipment and software
- Consultant fees
- Legal fees and audit costs
- Meeting room rental
- Trademark and copyright fees
- Translation
- Purchase and leasing of automobiles as described in approved Annual Business Plans
- Automobile registration and inspection for automobiles owned by the Auxiliary
- Automobile fuel and maintenance for automobiles owned or leased by the Auxiliary
- Vessel registration for vessels owned by the Auxiliary
- Bank fees and charges
- Conference fees
- Storage and warehousing
- Uniform insignia and vessel pennants
- Photographic supplies and equipment
- Postage and courier services
- Internet and communications services, including telephone services and long distance fees

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- Marketing, advertising services, printing services
- GST, PST and HST, where the Auxiliary is not eligible for reimbursement or exemption
- Insurance premiums
- Other administrative costs mutually agreed to in writing with the Canadian Coast Guard

1.2 **Employee Costs**

- Salaries and wages
- Benefits
- Other employee costs mutually agreed to in writing with the Canadian Coast Guard

1.3 **SAR Operations Costs**

- Vessel use costs reimbursed to Members for SAR operations, in accordance with the section entitled "Vessel Use Costs", below;
- Deductibles payable by the Auxiliary or its Members under the CCGA Insurance Program;
- Consumable equipment and supplies used during SAR operations;
- Other SAR Operations costs mutually agreed to in writing with the Canadian Coast Guard;
- Damage to or loss of Vessels or equipment during SAR operations, to the extent that such damage or loss is either:

  (i) not covered under the CCGA Insurance Program; or

  (ii) covered under the CCGA Insurance Program, but the costs of replacement or repair is less than the applicable deductible amount.

1.4 **Support to SAR Operations Costs**

- Safety supplies and equipment including maintenance;
- SAR and vessel equipment, except for TC required vessel equipment ;
- Telecommunications equipment, including cell phones and pagers including maintenance;
- Maintenance of SAR pumps;
- Other support to SAR Operations costs mutually agreed to in writing with the Canadian Coast Guard ;

1.5 **Training Costs**

- Member training course expenses
- On-water training course expenses
- First aid training and recertification course expenses
- CPR training and recertification course expenses

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- Regional SAR event expenses
- ISAR event expenses
- Crew level training program expenses
- Training course administration and support costs
- Training exercises and patrol expenses
- Training course fees
- Training travel expenses
- Instructor fees
- Costs of approved curriculum development
- Purchase and rental of training aids and training equipment
- Other training costs mutually agreed to in writing with the Canadian Coast Guard

1.6 **Membership Costs**

- Newsletter production expenses
- Awards, gifts and recognition program expenses
- Membership travel expenses
- Annual general meeting expenses
- Board of directors meeting expenses
- Executive meeting expenses
- Member support expenses
- Police background checks for persons interacting with minors
- Recruitment expenses including attendance at boat shows, sportsmen's shows, fishing exhibitions
- Other meeting costs
- Other membership costs mutually agreed to in writing with the Canadian Coast Guard

1.7 **SAR System Awareness Costs**

Reimbursement to Members of vessel use costs in accordance with the section entitled "Vessel Use Costs" below, for:

(i) Training and familiarization patrols; and

(ii) Checking and reporting of out-of-position, damaged and malfunctioning aids to navigation

- Expenses for demonstration of SAR equipment ;
- Purchase of Auxiliary Vessel equipment used exclusively for SAR demonstration purposes;

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- Conference attendance;
- Other SAR System Awareness costs mutually agreed to in writing with the Canadian Coast Guard.

1.8 **Vessel Use Costs**

(a) Subject to the approval by Coast Guard of a claim submitted by a vessel owner, costs for vessel use by Auxiliary Members on Authorized Activities will be reimbursed in an amount equal to the lesser of:

(i) The amounts actually paid by the Auxiliary to its Members; and

(ii) The amounts calculated in accordance with the following formula:

(hours of Auxiliary vessel use) X (vessel length (in meters)) X (the approved hourly rate, as determined from time to time by Coast Guard and provided in writing to the Auxiliary)

(b) Coast Guard will determine which approved hourly rate applies to any vessel of an Auxiliary Member;

(c) Reimbursement for authorized vessel use shall be for one full hour for the first hour or part thereof, and for actual time spent thereafter after departing the dock;

(d) The Auxiliary may establish the rate for vessel reimbursement to its members. However, the rate may not be higher than the Department of Fisheries and Oceans calculated rates, based on the kilometric rates of the National Joint Council.

1.9 **Minor Repair Costs**

The costs of any minor repairs to Auxiliary Vessels, resulting from fortuitous loss or damage to hull, machinery or equipment, suffered while participating in an Authorized Activity, shall be an Eligible Cost reimbursable by Coast Guard in accordance with this Agreement, and on production by the Auxiliary of evidence documenting the loss or damage and related costs to repair, provided these costs do not exceed the applicable deductible specified in the hull and machinery or other applicable insurance policy.

1.10 **Travel Costs**

Travel and expenses for Authorized Activities will be reimbursed in accordance with the National Joint Council rates in effect when the expenses are incurred. Travel claims supported by satisfactory invoices and receipts, must be completed and retained by the Auxiliary for verification pursuant to Article 4.0 (Payment of the Contribution) of this Agreement. The Auxiliary may establish reimbursement rates for its members. However the rate may not be higher than the posted National Joint Council rates.

International Travel

All international travel must be pre-approved in writing by Coast Guard. On or before February 15 each year, the Auxiliary will submit a proposed plan for international travel in the next Fiscal Year, including the rationale for each trip, to Coast Guard for approval. All other international travel not approved in the plan must be pre-approved in writing by Coast Guard before reimbursement will be made.

1.11 **Hospitality Costs**

It is recognized that the Auxiliary is required to host regional and international functions and that hospitality costs may be incurred. The Auxiliary shall respect the maximum hospitality allowances as indicated in the *Treasury Board Secretariat (TBS) Directive on the Management of Expenditures on Travel, Hospitality and Conferences*. The costs of

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alcoholic beverages are not eligible for reimbursement under this Agreement. All hospitality must be pre-approved in writing by Coast Guard.

1.12 **Other Costs**

(a) Costs associated with the negotiation of this Agreement and any amendments to it;

(b) The costs of maintaining the Auxiliary in good standing under the *Canada Corporations Act Part II or the Canada Not-for-profit Corporations Act, 2009*, and any amendments to its articles of incorporation and other governing documents required in order to comply with this Agreement;

(c) The costs associated with preparing and negotiating the Annual Business Plans;

(d) Communications costs, in accordance with the approved Annual Business Plans;

(e) The national identity insignia which may include members' badges, lapel pins, crests and shoulder flashes, vessel pennants and such other identification which may be approved by the Auxiliary and Coast Guard; and

(f) The costs of conducting any other activities approved in writing by Coast Guard;

(g) Construction or purchase (including capital leasing) of major (>$10K) capital assets, including vessels or aircraft, but excluding vehicles;

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2.0 INELIGIBLE EXPENDITURES

The following expenditures are not eligible for reimbursement under this Agreement:

- Purchase of land;
- Purchase of Auxiliary vessel equipment required by Transport Canada, except the cost difference of personal protection equipment expenses that exceed Transport Canada requirements (calculated based on difference between the standard Transport Canada equipment cost and the average cost of personal protective equipment effective for SAR operations, and approved under the annual business plan process);
- Construction or purchase of buildings;
- Construction or purchase of docks, piers or jetties;
- On-going operating and maintenance costs for any Auxiliary-owned vessel and its equipment;
- Maintenance of any equipment not acquired under this Agreement, including equipment acquired under the NIF program (Except for maintenance of SAR pumps and maintenance of the Auxiliary's national data system);
- Purchase of Auxiliary uniforms;
- Expenditures related to any activities in waterways where the CCG does not provide SAR services, except for those with previous written agreement by Coast Guard;
- Expenditures related to any prohibited activities;
- Costs associated with the provision of patrol vessels for public events such as sailing regattas, fireworks displays, high risk fisheries etc. The provision of rescue or safety vessels for these types of activities is the responsibility of the event organizers and therefore should CCGA enter into a direct agreement for the provision of services with the event organizers, expenses incurred are not eligible for reimbursement under this agreement.

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SCHEDULE "C"

CONTRIBUTION AGREEMENT ANNUAL DEADLINES

Feb. 15 – Annual Business Plan for upcoming Fiscal Year due

– Statement of account and report for period of April 1 – December 31 due

– International travel plans due

March 31 – Insurance confirmations, renewal statistics and information due

- Annual Performance Indicators and Services Standards Report

May 15 - year end statement of account due

- excess funding owing to Receiver General for Canada due

- Annual Fundraising Report

Sept. 30 - Annual audited financial statement due

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SCHEDULE "D"

CCGA INSURANCE PROGRAM REQUIREMENTS

1.0 Insurance Coverage

All Auxiliary corporations are required to obtain insurance for their corporations and their respective Members, including coverage during or in connection with the implementation of the Contribution Agreements each of the Auxiliary Corporations, as described below for amounts set out below, and which amounts shall be reviewed and established annually by Coast Guard and the National Auxiliary.

1.1 Marine Hull insurance

1. Hull and Machinery insurance covering the Auxiliary Vessels, their equipment and appurtenances for an amount of not less than the value of the Auxiliary Vessels as determined by the CCGA and insurer.

   Hull and Machinery insurance for all Auxiliary Vessels which are commercial vessels and commercial fishing vessels, to a per occurrence limit not less than $3,000,000 and for all other vessels to a per occurrence limit not less than $1,200,000, except for non-owned vessels to a per occurrence limit not less than $250,000.

   Coverage must conform to the American Institute Hull Clauses (September 29th, 2009) or an agreed equivalent.

2. The policy must include the following endorsements:

   (a) Waiver of Subrogation Rights: Auxiliary's Insurer to waive all rights of subrogation against Her Majesty the Queen in right of Canada for any and all loss of or damage to the Auxiliary Vessels, however caused.

   (b) Notice of Cancellation: The Insurer to provide the Auxiliary and the Department of Fisheries & Oceans thirty (30) days written notice of cancellation.

1.2 Marine Liability insurance

1. The Auxiliary must obtain Protection & Indemnity (P&I) insurance including excess collision liability and pollution liability. The insurance must be placed with a member of the International Group of Protection & Indemnity Associations or with a fixed market in an amount of not less than the limits determined by the *Marine Liability Act*, S.C. 2001, c. 6. Coverage must include crew liability, if it is not covered by Worker's Compensation as detailed in paragraph (2.) below.

2. The Auxiliary must obtain provincial or territorial government Worker's Compensation insurance covering all employees engaged in the implementation of the Contribution Agreements, in compliance with the statutory requirements of the territory or province or state of nationality, domicile, or employment, having jurisdiction over such employees. If the Auxiliary is assessed any additional levy, extra assessment or super-assessment by a Worker's Compensation Board, as a result of an accident causing injury or death to an employee of the Auxiliary or due to unsafe working conditions, then such levy or assessment must be paid by the Auxiliary at its sole cost.

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3. The Protection and Indemnity insurance policy must include the following:

   (a) Additional Named Insured: Her Majesty the Queen in Right of Canada, as represented by Coast Guard of Fisheries and Oceans is added as an additional named insured, but only with respect to liability arising out of the performance of the Contribution Agreements by the Auxiliaries and their Members. The interest of Canada as additional named insured should read as follows: Her Majesty the Queen in right of Canada, as represented by Coast Guard of Fisheries and Oceans;

   (b) Waiver of Subrogation Rights: Auxiliary's Insurer to waive all rights of subrogation against Her Majesty the Queen in right of Canada for any and all loss of or damage to the Auxiliary Vessels however caused;

   (c) Notice of Cancellation: The Insurer will provide the Auxiliary and Coast Guard of Fisheries and Oceans thirty (30) days written notice of cancellation.

1.3 Commercial General Liability

1. The Auxiliary must obtain Commercial General Liability insurance, and maintain it in force throughout the duration of the Agreement, in an amount usual for an Agreement of this nature, but for not less than $15,000,000 per accident or occurrence and in the annual aggregate.

2. The Commercial General Liability policy must include the following:

   (a) Additional Named Insured: Canada is added as an additional named insured, but only with respect to liability arising out of the implementation of the Contribution Agreements by the Auxiliaries and their Members. The interest of Canada should read as follows: Her Majesty the Queen in right of Canada, as represented by Coast Guard of Fisheries and Oceans;

   (b) Bodily Injury and Property Damage to third parties arising out of the operations of the Auxiliaries and their Members;

   (c) Products and Completed Operations: Coverage for bodily injury or property damage arising out of goods or products manufactured, sold, handled, or distributed by the Auxiliaries and their Members and/or arising out of operations that have been completed by the Auxiliaries and their Members;

   (d) Personal Injury: While not limited to, the coverage must include Violation of Privacy, Libel and Slander, False Arrest, Detention or Imprisonment and Defamation of Character;

   (e) Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each;

   (f) Blanket Contractual Liability: The policy must, on a blanket basis or by specific reference to the Agreement, extend to assumed liabilities with respect to contractual provisions;

   (g) Employees and Volunteers must be included as Additional Named Insured;

   (h) Employers' Liability (or confirmation that all employees are covered by Worker's compensation (WSIB) or similar provincial or territorial government program);

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(i) Broad Form Property Damage including Completed Operations: Expands the Property Damage coverage to include certain losses that would otherwise be excluded by the standard care, custody or control exclusion found in a standard policy;

(j) Notice of Cancellation: The Insurer will provide the Auxiliary and the Department of Fisheries and Oceans thirty (30) days written notice of policy cancellation;

(k) Non-Owned Automobile Liability - Coverage for suits against the Auxiliary resulting from the use of hired or non-owned vehicles;

(l) Litigation Rights: Pursuant to subsection 5(d) of the *Department of Justice Act*, S.C. 1993, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

A copy of the letter must also be sent to the Auxiliary, and the Department of Fisheries and Oceans. Canada reserves the right to co-defend any action brought against Canada. All expenses incurred by Canada to co-defend such actions will be at Canada's expense. If Canada decides to co-defend any action brought against it, and Canada does not agree to a proposed settlement agreed to by the Auxiliary's insurer and the plaintiff(s) that would result in the settlement or dismissal of the action against Canada, then Canada will be responsible to the Auxiliary's insurer for any difference between the proposed settlement amount and the amount finally awarded or paid to the plaintiffs (inclusive of costs and interest) on behalf of Canada.

1.4 Automobile Liability Insurance

1. Automobile Liability insurance in an amount usual for an Agreement of this nature, but for not less than $2,000,000 per accident or occurrence;

2. Automobile liability insurance to a per accident combined single limit not less than $12,000,000;

3. The policy must include the following:

(a) Third Party Liability - $2,000,000 Minimum Limit per Accident or Occurrence;

(b) Accident Benefits - all jurisdictional statutes;

(c) Uninsured Motorist Protection;

(d) Notice of Cancellation: The Insurer will provide the Auxiliary and Coast Guard of Fisheries and Oceans thirty (30) days written notice of cancellation;

e) OPCF/SEF/QEF #3 - Drive Government Automobiles Endorsement.

1.5 Comprehensive Crime insurance

1. Comprehensive Crime (Fidelity) insurance on a Blanket basis in an amount as listed below:

(a) Insuring Agreement I: Employee Dishonesty (Form A) in an amount of not less than $100,000 covering all employees of the Auxiliary. Such Fidelity Insurance must contain a "Third-Party Extension" or "Client Coverage" extending such coverage to Canada with respect to the risks associated with this agreement;

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(b) Agreement II/III: Money & Securities Loss Inside Premises/Outside Premises in an amount not less than $2,500.

2. The Comprehensive Crime insurance must include the following:

(a) Notice of Cancellation: The Insurer will provide the Auxiliary and Coast Guard of Fisheries and Oceans thirty (30) days written notice of policy cancellation.

1.6 Accidental Death and Dismemberment

Accidental Death and Dismemberment insurance to a maximum Principal Sum not less than $1,500,000 per person (subject to an aggregate limit not less than $20,000,000 if coverage without an aggregate limit is not available at commercially reasonable cost) including scheduled accident benefit amounts for temporary or permanent disability.

1.7 Director's and Officer's Liability

1. Director's and Officer's Liability insurance, in an amount usual for an Agreement of this nature, but, in any case, for a limit of liability not less than $5,000,000 per loss and $5,000,000 in the aggregate;

2. If this is a claims made policy and the duration of the Agreement exceeds the policy term, in the event of cancellation or non-renewal of the policy, an Extended Claims Reporting Endorsement, minimum twelve (12) months, must be secured;

3. The following endorsement must be included:

Notice of Cancellation or Amendment: The Insurer will to provide the Auxiliary and Coast Guard of Fisheries and Oceans thirty (30) days written notice of cancellation.

1.8 Additional Insurance

Any additional insurance required by written agreement of Coast Guard and the Auxiliary.

1.9 Insurance Deductibles

The amount of the deductible applicable to the insurance policy or policies, or applicable under any insurance policy coverage, shall be an Eligible Cost reimbursable by Coast Guard in accordance with this Agreement, and on production by the Auxiliary of written confirmation by the underwriter, insurance agent or insurance broker that the loss falls within the insured coverage.

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ANNEX "A"

ARCTIC CHAPTER

All aforementioned requirements, eligibility, elements of the body of the contribution agreements also apply to the Arctic Auxiliary Chapter, unless explicitly noted as otherwise within Annex A.

1.0 ADDITIONAL ELIGIBLE COSTS

Costs eligible for reimbursement are the following reasonable and properly itemized costs incurred by the Arctic Auxiliary in respect of Authorized Activities. All costs incurred by the Auxiliary for non-authorized activities shall be the sole responsibility of the Auxiliary.

1.1 SAR/ER Operations

- Advancement of funding for fuel (to ensure preparedness of assets to respond when needed); and
- Containment for fuel (barrels) and fuel transfer pumps.

1.2 Other Costs (Support to Response)

- Equipment
  - Communication equipment;
  - Vessel equipment required by Transport Canada;
  - Training and search and rescue equipment required to conduct training and SAR operations;
  - Basic oil spill response equipment i.e. containment booms, skimmers, disposal containment; and
  - Survival equipment (kits including tents, food/rations, and cold water flotation suits).
- Minor maintenance costs of vessels and vessel equipment, to be approved through business plan approval processes each year.

1.3 Training Costs

- Increased incidental rate for trainers travelling to Arctic communities to provide training, to up $50/day.

2.0 ADDITIONAL ELIGIBLE ACTIVITIES:

- Environmental response activities such as deployment of Arctic cache equipment to provide initial containment until a primary responder arrives on-scene; and
- Any other environmental response activities agreed to in writing by the Minister and the Auxiliary.

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Canadian Coast Guard Auxiliary Contribution Program

CONTRIBUTION AGREEMENT

AMENDMENT #1

BETWEEN:

HER MAJESTY THE QUEEN IN RIGHT OF CANADA,
as represented by the Minister of Fisheries and Oceans, through the Canadian Coast Guard

AND:

CANADIAN COAST GUARD AUXILIARY – NEWFOUNDLAND and LABRADOR INC., a non-profit corporation incorporated under the *Canada Not-for-Profit Corporations Act* with head office at 280 Southside Rd, St John's NL A1E 0A3

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SCHEDULE "B"

ELIGIBLE COSTS

Delete

1.12 **Other Costs**

(g) Construction or purchase (including capital leasing) of major (>$10K) capital assets, including vessels or aircraft, but excluding vehicles;

Insert

1.12 **Other Costs**

(g) Construction or purchase (including capital leasing) of major (<$10K) capital assets, including vessels or aircraft, but excluding vehicles;

CANADIAN COAST GUARD AUXILIARY – NEWFOUNDLAND and LABRADOR INC.

(Aidan Penton)
President

Witness:
Print Name:

Per: _____

Date: _____

HER MAJESTY THE QUEEN IN RIGHT OF CANADA, as represented by the Minister of Fisheries and Oceans

(Greg Lick)
Director General, Operations
Canadian Coast Guard

Date: _____

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Programme de contributions de la Garde côtière auxiliaire canadienne

ENTENTE DE CONTRIBUTION

ENTRE

SA MAJESTÉ LA REINE DU CHEF DU CANADA,
représentée par le ministre des Pêches et des Océans par l'intermédiaire de la Garde côtière canadienne

ET

LA **GARDE CÔTIÈRE AUXILIAIRE CANADIENNE (QUÉBEC) INC.,** une société sans but lucratif constituée en vertu de la *Loi sur les corporations canadiennes* dont le siège social est situé, au 17, rue du Prince, Sorel-Tracy (Québec) Canada J3P 4J4



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ENTENTE DE CONTRIBUTION

ENTRE

SA MAJESTÉ LA REINE DU CHEF DU CANADA,
(« **Sa Majesté** »), représentée par le ministre des Pêches et des Océans par l'intermédiaire de la Garde côtière canadienne (ci-après appelé la « Garde côtière »)

ET

LA **GARDE CÔTIÈRE AUXILIAIRE CANADIENNE (QUÉBEC) INC.**, une société sans but lucratif constituée en vertu de la *Loi sur les corporations canadiennes* (ci-après appelée l'« Auxiliaire »)

La Garde côtière et le bénéficiaire sont également appelés individuellement « partie » ou, collectivement, « parties ».

ATTENDU QUE :

1. **La** Garde côtière est responsable de l'exécution de l'élément maritime du programme fédéral de recherche et de sauvetage;

2. La mission de l'Auxiliaire consiste à fournir des services bénévoles de recherche et de sauvetage maritimes;

3. L'Auxiliaire a demandé une aide financière au ministre pour couvrir les coûts associés aux activités autorisées de recherche et de sauvetage et autres activités de recherche et de sauvetage qui appuient directement la mission du programme de recherche et de sauvetage de la Garde côtière ;

4. **La** Garde côtière souhaite donner une aide financière à l'Auxiliaire dans le cadre du Programme de contribution de la Garde côtière auxiliaire canadienne.

PAR CONSÉQUENT, compte tenu des obligations respectives susmentionnées, les parties conviennent de ce qui suit :

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1.0 L'ENTENTE

1.1 Entente complète

La présente entente est conclue en vertu du Programme de contribution de la Garde côtière auxiliaire canadienne, constitue l'entente complète conclue entre les parties et a préséance sur tous les documents, toutes les négociations, toutes les ententes, tous les engagements et tous les protocoles antérieurs relatifs à ce sujet.

1.2 Définitions

Dans la présente entente :

(a) « **entente** » signifie la présente entente de contribution, laquelle comprend les éléments suivants :

Annexe A : Activités admissibles;
Annexe B : Coûts admissibles;
Annexe C : Échéancier annuel de l'entente de contribution;
Annexe D : Exigences du programme d'assurance;
Plan d'affaires; et
Appendice A : Chapitre sur l'Arctique.

(b) **« plan d'activités annuel »** signifie le plan d'activités annuel de l'Auxiliaire, en vertu de l'article 2.0;

(c) « **Arctique** » désigne les régions du Canada situées au nord du 55e degré de latitude, ou les collectivités situées le long de l'océan Arctique ou d'autres collectivités du nord du Canada définies comme arctiques par le gouvernement fédéral canadien. Cela exclut l'ensemble de la côte de la Colombie-Britannique;

(d) **« activité admissible »** signifie une activité de l'une des catégories mentionnées à l'annexe A et qui est :

(i) soit indiquée dans le plan d'activités annuel approuvé par La Garde côtière ;

(ii) soit une activité de recherche et sauvetage autorisée, au moyen de l'attribution d'un numéro de dossier, par l'officier responsable (ou son délégué autorisé) d'un Centre conjoint de coordination des opérations de sauvetage ou d'un Centre secondaire de sauvetage maritime;

(iii) soit une activité d'intervention environnementale autorisée, au moyen de l'attribution d'un numéro de dossier par le Centre des opérations régionales de la Garde côtière (COR), CCCOS ; ou

(iv) toute autre activité autorisée par écrit par la Garde côtière;

(e) **« membre de l'Auxiliaire »** ou **« membre »** s'entend d'une personne qui est membre de l'Auxiliaire;

(f) **« navire de l'Auxiliaire »** s'entend d'un navire répondant aux critères énoncés à l'article 6.6 de la présente entente (Exigences relatives aux navires de l'Auxiliaire);

(g) **« Garde côtière canadienne »** ou **« GCC »** signifie la Garde côtière canadienne, un organisme de service spécial du ministère des Pêches et des Océans;

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(h) « **contribution** » signifie l'aide financière accordée par Garde côtière, décrite dans l'article 3.0;

(i) « **objectif de la contribution** » désigne l'objectif énoncé à l'article 3.1;

(j) « **CCCOS** » désigne un des Centres conjoints de coordination des opérations de sauvetage situés à Halifax (Nouvelle-Écosse), à Trenton (Ontario) et à Victoria (Colombie-Britannique);

(k) « **coûts admissibles** » signifie les coûts engagés et payés par l'Auxiliaire pour mener les activités autorisées, conformément à l'annexe B (Coûts admissibles), et l'annexe A;

(l) « **IE** » signifie l'intervention environnementale, et plus spécifiquement les activités entreprises pour assurer une intervention appropriée lors de déversements de polluants provenant de navires ou de source inconnue dans les eaux canadiennes, et dans les eaux régies par des ententes internationales, afin de limiter l'impact des incidents de pollution marine sur l'environnement, l'économie et la sécurité publique;

(m) « **exercice financier** » signifie la période de douze mois s'échelonnant du 1er avril au 31 mars;

(n) « **ministre** » signifie le ministre des Pêches et des Océans et comprend tout représentant du ministère des Pêches et des Océans, y compris la Garde côtière canadienne, agissant au nom du ministre;

(o) « **lignes directrices nationales** » signifie les lignes directrices nationales de la Garde côtière auxiliaire canadienne, édition de 2017, et les modifications successives;

(p) « **CSSM** » désigne le Centre secondaire de sauvetage maritime de Québec (Québec) ou St. John's (Terre-Neuve-et-Labrador);

(q) « **Recherche et sauvetage (R et S)** » signifie recherche et sauvetage maritimes et plus particulièrement la recherche de personnes, de navires ou d'autres embarcations qui sont ou qui sont soupçonnés d'être en détresse ou en danger imminent et l'aide apportée à ces personnes, navires ou autres embarcations.

(r) «COR» signifie le Centre des opérations régionales situé dans les villes de Victoria en Colombie Britannique, Montréal au Québec et Saint-Jean de Terre-Neuve à Terre-Neuve-et-Labrador.

1.3 **Date d'entrée en vigueur et durée**

La présente entente entre en vigueur le jour où elle est signée par les deux parties et, sauf si elle est résiliée plus tôt selon les modalités de la présente entente, elle doit demeurer en vigueur jusqu'à la plus tardive des deux dates suivantes :

(a) le 31 mars 2023;

(b) la date de paiement ou de remboursement, par les deux parties, de tous les montants en souffrance en vertu de la présente entente.

Les obligations et les droits respectifs des parties à l'égard des trop-payés, de l'évaluation, de la vérification, de l'indemnisation et du manquement doivent demeurer en vigueur après l'expiration ou à la résiliation de la présente entente.

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2.0 PLAN D'ACTIVITÉS ANNUEL

2.1 Contenu du plan d'activités annuel

Le 15 février de chaque année ou avant, l'Auxiliaire doit présenter à la Garde côtière, pour son approbation, un plan d'activités annuel pour le prochain exercice financier, qui a été approuvé par le conseil d'administration de l'Auxiliaire et les surintendants régionaux de recherche et sauvetage et. Le plan d'activités annuel doit comprendre les éléments suivants :

(a) une mise à jour des coûts admissibles de l'exercice financier en cours engagés et payés jusqu'au 31 décembre;

(b) une description des activités autorisées prévues pendant le prochain exercice financier;

(c) les coûts admissibles annuels prévus pour le prochain exercice financier, ventilés selon les catégories établies à l'annexe B (Coûts admissibles), ce qui comprend des prévisions annuelles séparées pour la société nationale de la Garde côtière auxiliaire canadienne (GCAC).

2.2 Approbation par la Garde côtière

Le plan d'activités annuel doit être approuvé par écrit par la Garde côtière. Dans les 45 jours suivant la réception du plan d'activités annuel, conformément à l'article 2.1, l'Auxiliaire sera informée des conclusions de l'examen.

2.3 Écarts dans les coûts admissibles

Une fois le plan d'activités annuel approuvé par la Garde côtière, l'Auxiliaire peut modifier l'allocation des montants annuels maximums de la contribution entre les catégories des coûts admissibles. Toutefois, toute modification proposée qui entraîne une augmentation ou une diminution de 10 % ou plus (au total) du montant initial approuvé, pour toute catégorie, nécessite au préalable l'approbation écrite de la Garde côtière.

2.4 Rapports additionnels

À la demande raisonnable de la Garde côtière, l'Auxiliaire produira des rapports additionnels sur les activités et les dépenses.

3.0 LA CONTRIBUTION

3.1 Objectif de la contribution

La contribution a pour but de permettre à l'Auxiliaire de mettre à disposition, en situation stratégique (telle que la décrit la GCC, après consultation des organisations de la Garde côtière auxiliaire canadienne), des membres de la GCAC formés et qualifiés et des navires prêts à appuyer les activités de recherche et sauvetage de la GCC ainsi que d'autres activités autorisées relevant du mandat de la GCC.

3.2 Contribution

Sous réserve de toutes les modalités de la présente entente, la Garde côtière versera une contribution à l'Auxiliaire pour le remboursement des coûts admissibles qu'elle a engagés dans l'exécution des activités autorisées.

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3.3 **Montant annuel maximal**

Le montant maximal de la contribution versé au cours de chacun des exercices financiers de la présente entente, de 2018-2019 à 2022-2023 inclusivement, est le montant fixé dans le plan d'activités annuel approuvé pour l'exercice visé.

3.4 **Crédits et niveaux de financement ministériel**

Tout paiement effectué par la Garde côtière en vertu de la présente entente est conditionnel à une affectation de crédit pour l'exercice financier au cours duquel le paiement doit être effectué. Les paiements peuvent être annulés ou réduits si le niveau de financement du Ministère est modifié par le Parlement, à condition que la Garde côtière fournisse à l'Auxiliaire un préavis écrit d'au moins soixante (60) jours pour toute annulation ou réduction proposée, et que tous les coûts admissibles engagés par l'Auxiliaire avant la date d'entrée en vigueur de cette annulation ou de cette réduction soient remboursés conformément à la présente entente.

3.5 **Cumul de l'aide financière**

a) Le financement fédéral, provincial et municipal total (« **aide gouvernementale totale** ») des mêmes coûts admissibles d'une activité autorisée pour laquelle la Garde côtière a consenti un financement ne peut pas dépasser la totalité de ces coûts admissibles (« **limite de cumul** »).

b) L'Auxiliaire doit aviser rapidement la Garde côtière de la réception de fonds fédéraux, provinciaux, territoriaux ou municipaux supplémentaires pour les activités financées en vertu de la présente entente. La Garde côtière se réserve le droit de soustraire le montant d'une telle aide gouvernementale totale supplémentaire à la contribution. Tout montant remboursable par l'Auxiliaire découlant d'une réduction est exigible à la réception d'un avis de remboursement du montant et doit être récupéré à titre de créance de l'État.

3.6 **Activités de financement**

Les coûts de collecte de fonds en appui aux activités approuvées peuvent être remboursables à l'Auxiliaire en vertu de la présente entente. Le montant de la contribution auquel l'Auxiliaire a droit n'est pas rajusté en fonction des montants recueillis au moyen de ses activités de financement.

L'Auxiliaire doit présenter au ministre, au plus tard le 15 mai de chaque année, un rapport annuel précisant le montant des dépenses engagées au titre des activités de financement et déclarées comme coûts admissibles, ainsi que le total des fonds qu'il a recueillis à l'aide des fonds versés en vertu de l'entente de contribution.

Tous les fonds recueillis par l'Auxiliaire à l'aide de la contribution reçue doivent servir au financement des objectifs du programme de recherche et sauvetage national.

4.0 PAIEMENT DE LA CONTRIBUTION

4.1 **Demandes de remboursement des coûts admissibles**

a) L'Auxiliaire se verra rembourser les coûts admissibles engagés selon les demandes détaillées présentées. Les demandes doivent comprendre les détails de tous les coûts connexes et être appuyées par tout document requis par la Garde côtière.

b) L'Auxiliaire doit présenter périodiquement des demandes au ministre, pour approbation et paiement.

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4.2 **Paiements anticipés**

La Garde côtière peut, s'il est d'avis que cela est essentiel à la bonne exécution des activités autorisées, payer la totalité ou une partie de la contribution en émettant des paiements anticipés périodiques de la façon suivante :

(a) **Avance initiale**

Un paiement anticipé initial peut être effectué en fonction des prévisions des besoins de trésorerie pour couvrir les coûts admissibles à engager au cours de la période de la première avance, comme le prévoit le plan d'activités annuel approuvé par la Garde côtière.

b) **Avances subséquentes**

À la demande de l'Auxiliaire, la Garde côtière peut avancer des fonds additionnels tous les trimestres en fonction des besoins de trésorerie prévus au cours du trimestre visé.

c) **État de compte**

Tout paiement anticipé doit être comptabilisé par l'Auxiliaire, à la satisfaction du ministre, dans les délais impartis dans le tableau ci-dessous. L'Auxiliaire doit fournir un état de compte, à la satisfaction du ministre, pour les coûts admissibles engagés et payés au cours de la période de l'avance, ce qui comprend les fonds avancés à la société d'État de la GCAC.

Dans tout exercice financier, au plus une (1) avance semestrielle sera versée sans réception d'un état de compte, à la satisfaction du ministre, pour la première avance semestrielle. Si des états de compte sont en attente, la Garde côtière peut exiger que l'Auxiliaire retourne les avances actuelles ou peut refuser d'effectuer d'autres avances jusqu'à ce que la situation soit corrigée, sans exclure les autres recours applicables en vertu de la présente entente.

Pour les avances trimestrielles reçues en :	**État de compte dû le :**
Avril	31 août
Octobre	15 mai

d) **Déduction d'un paiement anticipé versé en trop**

Si le montant des paiements anticipés excède le montant de la contribution payable pour la période, la Garde côtière peut déduire le montant excédentaire de toute avance subséquente faite par la Garde côtière en vertu de la présente entente.

4.3 **Documents justificatifs**

Toutes les demandes et tous les rapports présentés par l'Auxiliaire en vertu de la présente entente seront appuyés par les documents, les dossiers et les renseignements demandés par la Garde côtière, ce qui comprend les factures ou toute autre documentation requise pour vérifier les dépenses et les autres renseignements compris dans les demandes et les rapports. la Garde côtière n'est nullement tenu d'effectuer un paiement de contribution s'il n'a pas reçu tous les renseignements et tous les documents justificatifs demandés.

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4.4 Fonds non dépensés à la fin de l'exercice

Les fonds avancés doivent être utilisés pour des activités admissibles durant l'exercice financier pendant lequel les fonds ont été avancés. À la fin de chaque exercice financier, tous les fonds de contribution avancés à l'Auxiliaire qui n'ont pas été dépensés doivent être traités de la façon suivante :

(a) L'Auxiliaire peut utiliser les fonds non dépensés pour payer des activités approuvées effectuées jusqu'au 31 mars inclusivement. Pour être admissibles, les paiements pour des activités effectuées avant la fin de l'exercice financier doivent être faits au plus tard le 30 avril et respecter les conditions stipulées à l'article 4.2;

(b) Tout solde restant, après les paiements appliqués en avril, comme il est défini au point a), doit être retourné au receveur général du Canada au plus tard le 15 mai de l'exercice financier suivant;

(c) À la date d'expiration ou de résiliation de la présente entente, l'Auxiliaire doit retourner les fonds de contribution non dépensés au receveur général du Canada au plus tard le 15 mai de l'exercice financier suivant ou dans le délai fixé à l'article 13.0 (Résiliation), s'il y a lieu.

4.5 Trop-payés

Tout paiement en trop de la contribution, y compris les dépenses non approuvées ou les soldes non dépensés, sera promptement remboursé (au receveur général du Canada) par l'Auxiliaire, au plus tard trente (30) jours après l'avis de la Garde côtière (la « **date d'échéance** »), avec l'intérêt à compter de la date d'échéance, conformément au *Règlement sur les intérêts et les frais administratifs* adopté en vertu de la *Loi sur la gestion des finances publiques*. Ce montant constitue une créance de Sa Majesté du chef du Canada qui doit être récupérée à ce titre.

4.6 Disposition transitoire pour le remboursement des dépenses admissibles

La GCC peut rembourser à l'Auxiliaire tous les coûts admissibles raisonnables qu'elle engage entre le 1er avril 2018 et la date de signature de la présente entente par les deux parties, si signée après le 1er avril 2018.

5.0 EXIGENCES EN MATIÈRE DE RAPPORTS

5.1 Indicateurs de rendement et normes de service

L'Auxiliaire est tenu de recueillir des données concernant les indicateurs de rendement et les normes de service élaboré par la GCC et les Auxiliaires, et d'en faire rapport, pour démontrer comment sont évalués les objectifs de l'entente (plan d'affaires annuel) et s'ils sont atteints.

L'Auxiliaire transmettra à la GCC au plus tard le 31 mars de chaque année un rapport sur les indicateurs de rendement et les normes de service qui contient les renseignements suivants concernant l'année civile précédente :

i) Nombre de membres;
ii) Nombre de navires;
iii) Nombre de tâches attribuées;
iv) Nombre de membres formés pour chaque activité particulière de l'Auxiliaire;
v) Nombre et type de chaque activité de formation;
vi) Nombre de membres débutants;
vii) Valeur totale des navires dans la région;
viii) Nombre de navires communautaires;
ix) Nombre de navires appartenant à l'Auxiliaire;

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x) Total des heures bénévoles pour les activités de R et S;
xi) Total des heures-navires;
xii) Total des heures des activités de formation;
xiii) Total des heures des autres activités, dont l'administration, les patrouilles, les réunions et l'organisation;
xiv) Total des heures des activités de financement.

Le rapport sur les indicateurs de rendement et les normes de service comprendra également les renseignements requis par la GCC pour démontrer comment l'objectif de la contribution de la présente entente a été mesuré et atteint.

5.2 Rapport annuel des activités aux fins du Programme national d'assurance de la GCAC

Au plus tard le 31 mars de chaque année, l'Auxiliaire doit fournir au ministre une copie des renseignements requis par l'assureur pour le renouvellement de son adhésion au Programme national d'assurance de la GCAC.

5.3 Rapports statistiques périodiques

L'Auxiliaire présentera, sur les activités faisant l'objet de la contribution, les rapports statistiques qui peuvent être demandés par la Garde côtière de temps à autre.

6.0 DISPOSITIONS PARTICULIÈRES

6.1 Exigences en matière d'assurance

Pendant la durée de la présente entente, l'Auxiliaire doit veiller à souscrire, pour elle-même et ses membres, l'assurance décrite à l'annexe D (Exigences liées au Programme national d'assurance de la GCAC). L'Auxiliaire doit fournir annuellement à la Garde côtière un certificat d'assurance confirmant la protection requise pour elle-même et ses membres.

6.2 Obligation de refuser une activité dangereuse

L'Auxiliaire doit prendre des mesures pour veiller à ce que tous ses membres soient informés qu'en vertu de la présente entente, ils ne doivent pas mener une activité qui va au-delà de la capacité de sécurité du navire de l'Auxiliaire ou de son équipage, et à ce que les CCCOS, les CSSM et les COR soient avisés immédiatement d'une telle situation.

6.3 Interdictions absolues

a) **Interdiction absolue de plongée**

En vertu de la présente entente, il est interdit aux membres de l'Auxiliaire de mener des activités de plongée, ce qui comprend notamment la plongée de sauvetage, la plongée de récupération et la plongée d'enquête.

b) **Interdiction absolue de lancer des fusées pyrotechniques de détresse aux fins de démonstration**

Il est interdit aux membres de l'Auxiliaire d'utiliser des fusées chargées lors de démonstrations de fusées pyrotechniques de détresse.

c) **Interdiction absolue de se faire hisser à l'élingue à bord d'un hélicoptère durant la formation**
Il est interdit aux membres de l'Auxiliaire de se faire hisser à l'élingue à bord d'un hélicoptère durant les exercices de formation.

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d) **Avis écrit à tous les membres**

L'Auxiliaire doit veiller à ce que tous ses membres soient informés par écrit des activités interdites mentionnées dans le présent article 6.3 et à ce que tout membre qui participe à l'une de ces activités le fait à ses risques et périls et ne se conforme pas aux modalités de la présente entente. Par conséquent, il ne sera pas protégé par les garanties du Programme national d'assurance de la GCAC.

6.4 **Conditions pour les membres de l'Auxiliaire**

L'Auxiliaire doit s'assurer que :

a) tous ses membres et ses navires sont inscrits et continuent de l'être seulement dans le respect des modalités de la présente entente et de l'entente conclue entre le membre et l'Auxiliaire, dans la mesure où elles concordent avec celles de la présente entente;

b) tous les membres de l'Auxiliaire ont, pour l'être et le demeurer, renoncé par écrit à tous les droits de sauvetage qui peuvent survenir à l'égard d'une activité autorisée.

6.5 **Utilisation du nom et de l'insigne de la Garde côtière auxiliaire canadienne et reconnaissance publique du financement**

L'Auxiliaire doit s'assurer que ses membres n'utilisent le nom et l'insigne de la « Garde côtière auxiliaire canadienne » que lorsqu'ils mènent des activités autorisées, de façon à éviter tout discrédit pour l'Auxiliaire, la GCC ou le gouvernement du Canada.

Si elle porte un autre nom que celui de « Garde côtière auxiliaire canadienne », l'Auxiliaire reconnaîtra publiquement la contribution que lui a versée le gouvernement du Canada et indiquera que la Garde côtière est un de leur principale source de financement, comme convenu entre l'Auxiliaire et la GCC.

6.6 **Exigences relatives aux navires de l'Auxiliaire**

L'Auxiliaire doit veiller à ce que tout navire fourni pour les activités autorisées réponde aux exigences suivantes :

a) Il est commandé par un membre en règle de l'Auxiliaire, qui possède les connaissances, les compétences et la certification requises;

b) Il répond aux exigences énoncées dans les Lignes directrices nationales sous la rubrique « Critères d'acceptation pour les bâtiments »;

c) Il répond à toutes les exigences réglementaires applicables pour ce bâtiment, y compris les inspections et approbations requises par l'organisme de réglementation compétent.

6.7 **Dispositions applicables**

L'Auxiliaire doit s'assurer que toutes ses activités et ses affaires menées en vertu de la présente entente sont conformes :

a) aux modalités de la présente entente;

b) à toutes les lois et à tous les règlements applicables;

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c) aux Lignes directrices nationales de la GCAC, et dans le cas de toute divergence entre ces lignes directrices et les dispositions de la présente entente, les dispositions de cette dernière ont préséance;

d) à toutes les règles ou à tous les règlements adoptés par l'Auxiliaire, pourvu qu'ils soient compatibles avec ce qui précède.

6.8 Équipement et biens excédentaires

a) L'Auxiliaire peut disposer de tout bien excédentaire, dont le coût était supérieur à 3 000 $ et auquel la Garde côtière a contribué en vertu de la présente entente avec l'autorisation préalable du ministre.

(d) À sa discrétion et dans des circonstances exceptionnelles, la Garde côtière peut mettre de l'équipement à la disposition de l'Auxiliaire pour l'appuyer dans ses activités autorisées. La mise à disposition de tout équipement doit être conforme aux lois et aux politiques applicables, ce qui comprend le *Règlement sur le prêt de biens publics* promulgué en vertu de la *Loi sur la gestion des finances publiques*.

7.0 DOSSIERS ET EXIGENCES RELATIVES À LA VÉRIFICATION

7.1 États financiers annuels

Chaque année pendant la durée de la présente entente, le 30 septembre ou avant, l'Auxiliaire doit fournir à la Garde côtière un exemplaire de ses états financiers annuels vérifiés du précédent exercice, lesquels comprennent tous les fonds de contribution et sont présentés conformément aux principes comptables généralement reconnus du Canada.

7.2 Droit de la Garde côtière de vérifier les comptes et les livres

a) L'Auxiliaire doit conserver tous les livres, tous les dossiers et tous les comptes rattachés aux coûts admissibles pour lesquels l'Auxiliaire a été remboursée en vertu de la présente entente pendant une période de cinq (5) ans après l'échéance ou la résiliation de la présente entente.

b) L'Auxiliaire doit conserver et mettre à la disposition du ministre ou de ses représentants, pour vérification et examen, les livres, les comptes, les dossiers et les renseignements nécessaires pour assurer la conformité aux modalités de la présente entente. Garde côtière a le droit d'effectuer ces vérifications additionnelles à ses frais, s'il le juge nécessaire, en faisant appel au personnel de vérification qu'il choisira.

c) La Garde côtière doit avoir le droit de prendre des exemplaires papier et électroniques et des extraits de ces livres, dossiers et comptes, à ses frais. L'Auxiliaire doit fournir au ministre tout renseignement demandé aux fins de la vérification. Les dépenses engagées par l'Auxiliaire pour les heures supplémentaires aux fins de la vérification seront considérées comme des coûts admissibles dans le cadre de la présente entente.

d) La Garde côtière consultera l'Auxiliaire avant d'exécuter une vérification, afin d'établir le moment et les ressources nécessaires, et examinera l'ébauche du rapport de vérification de concert avec l'Auxiliaire avant qu'il soit rédigé en forme finale.

e) Toute divergence mise en évidence par la vérification ou autrement doit être rapidement rectifiée entre les parties, y compris le remboursement de toute contribution versée par La Garde côtière qui n'a pas été affectée conformément à la présente entente.

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7.3 **Accès aux installations**

L'Auxiliaire donnera la Garde côtière ou à ses représentants un accès raisonnable à ses installations pour permettre l'inspection et l'évaluation de la mise en œuvre de la présente entente ou de tout élément de celle-ci et communiquera rapidement, sur demande, toutes les données que la Garde côtière peut raisonnablement exiger à des fins statistiques ou d'évaluation.

8.0 DÉCLARATIONS, GARANTIES ET ENGAGEMENTS :

8.1 **Pouvoir et autorisation**

L'Auxiliaire déclare et certifie qu'elle est dûment constituée, que son existence est valide, qu'elle est en règle en vertu des lois du Canada, qu'elle a le pouvoir et l'autorisation de mener ses activités, de détenir des biens et de conclure la présente entente, et qu'elle prend toutes les mesures nécessaires pour se maintenir en règle et préserver sa capacité juridique pendant la durée de la présente entente.

8.2 **Signataires autorisés**

L'Auxiliaire déclare et certifie que les signataires de la présente entente sont dûment autorisés à la passer et à l'exécuter en son nom.

8.3 **Obligations exécutoires**

L'Auxiliaire déclare et certifie que la signature et la mise en œuvre de la présente entente ont été autorisées dûment et de façon valide et qu'une fois signée et mise en œuvre, la présente entente constituera une obligation juridique valide et exécutoire de l'Auxiliaire, applicable selon ses modalités.

8.4 **Absence de poursuite ou d'action en instance**

L'Auxiliaire garantit qu'elle n'est soumise à aucune obligation ni interdiction, ni ne fait l'objet d'aucune action ni poursuite qui entraverait ou pourrait entraver la conformité à la présente entente et s'engage à informer la Garde côtière sur-le-champ d'une telle situation pendant la durée de la présente entente.

9.0 AVIS

En vertu de la présente entente, tous les avis, tous les rapports et toute autre communication doivent être transmis par écrit et livrés, dans le cas de la Garde côtière, à l'adresse suivante :

Directrice, Activités opérationnelles/Director, Operational Business
Garde côtière canadienne/Canadian Coast Guard
200, rue Kent (5N177)
Ottawa (Ontario)
K1A 0E6
Tél. : 613-949-9125
Courriel : mich.leblanc@dfo-mpo.gc.ca

Et, dans le cas de l'Auxiliaire, à l'adresse suivante :

GARDE CÔTIÈRE AUXILIAIRE CANADIENNE (QUÉBEC) INC.
17, rue du Prince
Sorel-Tracy (Québec)
J3P 4J4
Courriel : melanconl@gcac-q.ca

ou à toute autre adresse que l'une des parties peut désigner à l'autre par le biais d'un avis.

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Ladite communication est réputée avoir été reçue :

(a) le jour de la livraison, si elle est livrée en main propre;

(b) lorsque l'autre partie en accuse réception, si l'envoi s'est fait par courrier, par courrier recommandé, par télécopieur ou par courriel.

10.0 INDEMNISATION

L'Auxiliaire doit indemniser Sa Majesté la Reine du chef du Canada, ses ministres, ses agents et ses employés de toute réclamation, à l'égard de toute demande, tout coût (y compris les coûts juridiques), toute perte, tout dommage, toute action, toute poursuite et toute procédure intentée par quiconque et attribuable ou liée à un acte ou à une omission de l'Auxiliaire, de ses membres, de ses administrateurs, de ses dirigeants, de ses employés, de ses mandataires, de ses sous-traitants ou de toute personne à l'égard de laquelle l'Auxiliaire est responsable en droit, dans le cadre de l'exécution de la présente entente.

11.0 RÉSOLUTION DES DIFFÉRENDS

En cas de différend dans le cadre de la présente entente ou consécutif à la présente entente, les parties devront tout mettre en œuvre pour le régler. Si les parties ne parviennent pas à un accord dans un délai de trente (30) jours ou dans un délai de plus longue durée dont elles auront convenu, les parties peuvent se mettre d'accord pour soumettre le différend à la médiation ou à l'arbitrage, conformément à la *Loi sur l'arbitrage commercial*, L.R.C. 1985, ch.17 (2e supplément) ou tout autre règlement d'arbitrage lorsque l'Auxiliaire et la GCC y consentent.

12.0 MANQUEMENT ET RECOUVREMENT

12.1 Actes de manquement

Toute omission de l'Auxiliaire de respecter une clause substantielle, une condition ou un engagement de la présente entente constituera un acte de manquement qui permettra de la Garde côtière, dans les limites du raisonnable :

a) de suspendre ou d'annuler toute obligation du ministre de contribuer aux coûts admissibles, ce qui comprend toute obligation de payer un montant en souffrance avant la date de la suspension ou de l'annulation;

b) d'exiger que l'Auxiliaire rembourse la totalité ou une partie de la contribution sur demande, à titre de créance de Sa Majesté la Reine du chef du Canada, laquelle peut être recouvrée à ce titre.

12.2 Période de recours

Avant d'exercer le recours dont il est question dans la section précédente, la Garde côtière présentera un avis écrit à l'Auxiliaire indiquant la condition ou la situation qui constitue un cas de manquement et l'Auxiliaire disposera d'une période de trente (30) jours après la réception de l'avis pour montrer, à la satisfaction de la Garde côtière, qu'elle a soit corrigé la situation constituant le manquement, soit montré qu'elle a pris les mesures nécessaires à cet effet et qu'elle en a informé la Garde côtière.

13.0 RÉSILIATION

L'une ou l'autre des parties peut résilier la présente entente en tout temps en transmettant un avis d'intention écrit à l'autre partie au moins quatre-vingt-dix (90) jours au préalable. Dans les quatre-vingt-dix (90) jours suivant la

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résiliation, l'Auxiliaire doit fournir de la Garde côtièretous les rapports et les documents en suspens et un rapport final sur les indicateurs de rendement et les normes de service pour l'exercice financier ou pour une partie de l'exercice se terminant à la date de la résiliation, conformément à la présente entente, et les parties devront effectuer tous les paiements ou remboursements nécessaires de la contribution, selon les besoins.

14.0 CONDITIONS GÉNÉRALES

14.1 Modification et annulation

Aucune modification de la présente entente ni annulation de ses modalités ne doit prendre effet si elle n'est pas faite par écrit et signée par les deux parties.

14.2 Interdiction de cession

Ni la présente entente, ni une de ses parties, ni un montant payable en vertu de la présente entente ne doivent être cédés par l'Auxiliaire sans le consentement préalable écrit de la Garde côtière

14.3 Conformité aux lois

L'Auxiliaire doit se conformer à toutes les lois fédérales, provinciales et municipales régissant l'Auxiliaire et les activités autorisées, ce qui comprend, entre autres, les actes législatifs, les règlements administratifs et autres et les ordonnances.

14.4 Chambre des communes et Sénat

Aucun membre de la Chambre des communes ou du Sénat ne doit, soit directement, soit indirectement, être en mesure de bénéficier d'une partie de la présente entente ni d'aucun avantage en découlant.

14.5 Aucun conflit d'intérêts

L'Auxiliaire déclare et certifie qu'aucune personne visée par les dispositions relatives à l'après-mandat du *Code régissant la conduite des titulaires de charges publiques en ce qui concerne les conflits d'intérêts et l'après-mandat et du Code de valeurs et d'éthique de la fonction publique* ne peut bénéficier directement des opérations envisagées dans la présente entente, sauf si cette personne se conforme aux dispositions applicables à l'après-mandat.

14.6 Aucun cadeau ni aucune incitation

L'Auxiliaire déclare et certifie que ni elle, ni toute personne agissant en son nom, n'a offert ou promis à tout représentant ou employé de Sa Majesté, dans la perspective de conclure la présente entente, un pot-de-vin, un cadeau ou une autre incitation.

14.7 Aucuns honoraires conditionnels

L'Auxiliaire déclare et certifie que ni elle ni toute autre personne agissant en son nom n'a embauché quiconque pour solliciter la présente entente en vue d'obtenir une commission, des honoraires conditionnels ou toute autre considération consécutive à l'exécution de la présente entente.

14.8 Relations entre les parties

La présente entente est une entente de contribution et non un contrat de services ou d'emploi, et rien dans les présentes ni dans les relations ou les actions des parties ne vise à établir un partenariat ou une relation d'emploi ou de mandataire

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entre les parties ni ne doit être interprété dans ce sens. L'Auxiliaire ne doit faire aucune déclaration en ce sens et doit indemniser Sa Majesté la Reine du chef du Canada et ses ministres, fonctionnaires, employés et mandataires à l'égard de toute réclamation découlant de l'omission de se conformer à ce qui précède.

14.9 **Successeurs et ayants droit**

La présente entente lie les parties, leurs successeurs et leurs ayants droit autorisés.

14.10 **Divisibilité**

Toute disposition de la présente entente qui est, en totalité ou en partie, interdite par la loi ou autrement invalide ou sans effet sera sans effet uniquement dans la mesure d'une telle interdiction ou invalidité et pourra dissociée de l'entente.

14.11 **Obligations à long terme**

L'Auxiliaire ne dispose d'aucun recours contre Sa Majesté la Reine du chef du Canada concernant un prêt, un contrat de location-acquisition ou quelque obligation à long terme qu'elle a conclu en rapport avec la présente entente.

14.12 **Enregistrement des lobbyistes**

L'Auxiliaire confirme que toute personne agissant comme lobbyiste en son nom dans le cadre de la présente entente doit être et est enregistrée en vertu de la *Loi sur le lobbying*, L.R.C. 1985, ch. 44 (4e supplément).

14.13 **Langues officielles**

L'Auxiliaire doit, lorsque cela est justifié et possible, offrir ses services dans les deux langues officielles.

14.14 **Lois applicables**

La présente entente est régie par les lois en vigueur dans la province de la société auxiliaire et par les lois fédérales pertinentes.

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EN FOI DE QUOI, les parties ont exécuté la présente entente en TROIS exemplaires originaux par l'intermédiaire de leurs représentants dûment autorisés.

GARDE CÔTIÈRE AUXILIAIRE CANADIENNE (QUÉBEC) INC.

Par : _____
(Daniel Michaud)
Présidente

Témoin :
Nom (en caractères d'imprimerie) :

Par : _____

Date : _____

SA MAJESTÉ LA REINE DU CHEF DU CANADA, représentée par Le ministre des Pêches et des Océans

Par : _____
(Greg Lick)
Directeur général, Opérations – Garde côtière canadienne

Date : _____

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ANNEXE « A »

ACTIVITÉS ADMISSIBLES

Les catégories d'activités ci-dessous peuvent être approuvées à titre d'« activités autorisées » en vertu de la présente entente, conformément à la définition figurant au paragraphe 1.2(d).

Recherche et sauvetage

- Intervention de recherche et sauvetage
- Assistance aux navires en détresse
- Remorquage des navires en détresse
- Lutte contre les incendies pour sauver des vies
- Intervention volontaire en cas de détresse
- Intervention de recherche et sauvetage en cas de sinistre majeur
- Aide humanitaire

Soutien aux missions de recherche et sauvetage

- Mise à disposition de navires de patrouille pour les événements publics tels que les courses de voiliers, les feux d'artifice, etc.
- Jumelage d'équipage à bord des navires de la Garde côtière canadienne

Formation

- Participation à des activités de formation et à des compétitions de recherche et sauvetage internationales, avec l'approbation du ministre
- Participation à des événements de recherche et sauvetage nationaux et régionaux
- Participation à des exercices et à des cours de formation
- Participation à des formations conjointes avec les navires de la Garde côtière canadienne, de la Garde côtière et de la Garde côtière auxiliaire des États-Unis, des Forces canadiennes et d'autres organismes de recherche et sauvetage
- Patrouilles de familiarisation
- Participation à des activités de formation en intervention environnementale
- Préparation de manuels et de matériel de formation

Administration

- Financement des activités de l'organisation nationale de la GCAC conformément à la décision écrite du conseil national de la GCAC
- Participation aux réunions de la GCAC et aux réunions approuvées d'autres organismes
- Déplacements pour assister aux activités autorisées de la GCAC
- Présence à des conférences
- Activités liées à l'administration et à l'organisation
- Activités de recrutement
- Activités de remise de prix et de reconnaissance
- Activités de collecte de fonds
- Collecte de données

Sensibilisation au système de recherche et sauvetage

- Sensibilisation du public à l'égard des capacités du système de recherche et sauvetage régional et national du Canada, ainsi que des contributions de nos partenaires bénévoles.
- Activités de sensibilisation au système de recherche et sauvetage, telles que des présentations, des kiosques de dotation aux salons nautiques, et des démonstrations de matériel de recherche et sauvetage.

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- Participation à des conférences.

Autre

- La préparation des navires qui sont uniquement utilisés pour des activités autorisées des Auxiliaires, telles que le transport en provenance et à destination des installations de maintenance, de réparation, de stockage et de ravitaillement.
- Vérification des aides à la navigation de la GCC et production de rapports.
- Participation à des activités documentées d'intervention environnementale et formations connexes qui ont été mutuellement convenues.
- Toute autre activité autorisée par écrit par la Garde côtière.

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ANNEXE « B »

COÛTS ADMISSIBLES

1.0 COÛTS ADMISSIBLES

Les coûts admissibles à un remboursement sont les coûts raisonnables et bien détaillés suivants engagés par l'Auxiliaire pour l'exécution des activités autorisées. L'Auxiliaire est seule responsable de tous les coûts qu'elle engage dans le cadre d'activités non autorisées.

1.1 Coûts d'administration

- Financement des activités de l'organisation nationale de la GCAC conformément à la décision écrite du conseil national de la GCAC
- Fournitures et matériel de bureau, papeterie
- Location de bureaux
- Achat et location d'équipement et de mobilier de bureau
- Coûts permanents de fonctionnement et d'entretien de l'équipement de bureau
- Achat et location d'équipement informatique et de logiciels
- Réparation et mise à niveau d'équipement informatique et de logiciels
- Honoraires d'experts-conseils
- Frais juridiques et coûts de vérification
- Location de salles de réunion
- Droits de marque de commerce et redevances de droits d'auteur
- Traduction
- Achat et location d'automobiles, selon la description donnée dans les plans d'activités annuels approuvés
- Immatriculation et inspection d'automobiles appartenant à la Garde côtière auxiliaire
- Carburant et entretien d'automobiles appartenant à l'Auxiliaire ou loués par elle
- Immatriculation des navires appartenant à la Garde côtière auxiliaire
- Frais bancaires
- Frais de participation à des conférences
- Entreposage
- Insignes d'uniforme et fanions de navire
- Fournitures et matériel de photographie
- Services de poste et de messagerie
- Services Internet et de communication, y compris les services téléphoniques et les frais d'interurbains

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- Marketing, services de publicité et d'impression
- La TPS, la TVP et la TVH lorsque la GCAC n'est pas admissible à un remboursement ou à une exemption
- Primes d'assurance
- Autres coûts d'administration mutuellement convenus par écrit avec la Garde côtière canadienne

1.2 **Coûts des employés**

- Salaires et traitements
- Avantages imposables
- Autres frais liés aux employés mutuellement convenus par écrit avec la Garde côtière canadienne

1.3 **Coûts des opérations de recherche et sauvetage**

- Coûts d'utilisation de navires pour des missions de recherche et sauvetage qui sont remboursés aux membres conformément à la clause « Coûts d'utilisation des navires » ci-après :
- Franchises payables par l'Auxiliaire ou ses membres au titre du Programme national d'assurance de la GCAC;
- Matériel et fournitures renouvelables utilisés dans le cadre de missions de recherche et sauvetage;
- Autres coûts des missions de recherche et sauvetage mutuellement convenus par écrit avec la Garde côtière canadienne;
- Pertes ou dommages subis par des navires ou de l'équipement au cours de missions de recherche et sauvetage, dans la mesure où ces pertes ou ces dommages :

    i) ne sont pas couverts par le Programme national d'assurance de la GCAC;

    ii) quoique couverts par le Programme national d'assurance de la GCAC, comportent des coûts de remplacement ou de réparation inférieurs à la franchise applicable.

1.4 **Soutien aux coûts des opérations de recherche et sauvetage**

- Fournitures et équipement de sécurité, y compris l'entretien
- Équipement de recherche et sauvetage et de navire, sauf l'équipement de navire requis de Transports Canada
- Matériel de télécommunications, y compris les téléphones cellulaires et les téléavertisseurs, ainsi que l'entretien
- Entretien des pompes servant aux activités de recherche et sauvetage
- Autre contribution aux coûts des activités de recherche et sauvetage mutuellement convenue par écrit avec la Garde côtière canadienne

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1.5 **Coûts de formation**

- Frais relatifs aux cours de formation des membres
- Frais relatifs aux cours de formation en mer
- Frais engagés pour les cours de secourisme et le renouvellement de la certification
- Frais engagés pour la formation RCR et le renouvellement de la certification
- Dépenses engagées pour les compétitions de recherche et sauvetage régionales
- Dépenses engagées pour la compétition ISAR
- Frais engagés au titre des programmes de formation destinés aux équipages
- Frais d'administration et de soutien des cours de formation
- Dépenses engagées pour les exercices de formation et patrouilles
- Droits d'inscription aux cours de formation
- Frais de déplacement pour la formation
- Honoraires des instructeurs
- Coût d'élaboration du programme de cours approuvé
- Achat et location d'aide à la formation et d'équipement de formation
- Autres coûts de formation mutuellement convenus par écrit avec la Garde côtière canadienne

1.6 **Coûts d'adhésion**

- Dépenses liées à la production des bulletins
- Dépenses engagées pour les prix, les cadeaux et les programmes de reconnaissance
- Frais de déplacement des membres
- Dépenses liées à l'assemblée générale annuelle
- Dépenses engagées pour les réunions du conseil d'administration
- Dépenses liées aux réunions de la direction
- Frais de soutien aux membres
- Vérifications policières des antécédents pour les personnes travaillant auprès des mineurs
- Frais de recrutement, y compris la participation aux salons nautiques, aux salons sportifs et aux salons sur la pêche
- Autres coûts associés aux réunions
- Autres coûts d'adhésion mutuellement convenus par écrit avec la Garde côtière canadienne

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1.7 Coûts de sensibilisation au système de recherche et sauvetage

Remboursement aux membres des frais suivants d'utilisation des navires, conformément à la clause « Coûts d'utilisation des navires » :

(i) Patrouilles de formation et de familiarisation

(ii) Vérification des aides à la navigation hors position, endommagées ou en panne, et production de rapports

- Frais de démonstration de l'équipement de recherche et sauvetage
- Achat d'équipement pour les navires auxiliaires utilisés exclusivement pour les démonstrations de recherche et sauvetage
- Participation à des conférences
- Autres coûts de sensibilisation au système de recherche et sauvetage mutuellement convenus par écrit avec la Garde côtière canadienne

1.8 Coûts d'utilisation des navires

a) Si la Garde côtière approuve la demande de remboursement d'un propriétaire de navire, les frais d'utilisation du navire par les membres de l'Auxiliaire dans le cadre d'activités autorisées sont remboursés d'un montant égal au moindre des montants suivants :

i) Les montants réels payés par l'Auxiliaire à ses membres;

ii) Les montants calculés à l'aide de la formule ci-dessous :

(heures d'utilisation du navire par l'Auxiliaire) X (longueur du navire [en mètres]) X (taux horaire approuvé, déterminé de temps à autre par la Garde côtière et fourni par écrit à l'Auxiliaire).

b) La Garde côtière détermine le taux horaire approuvé qui s'applique à un navire d'un membre de l'Auxiliaire.

c) Le remboursement des frais d'utilisation d'un navire autorisé est calculé à raison d'une heure entière pour la première heure ou une partie de celle-ci, puis de décimales d'une heure après le départ du quai.

d) L'Auxiliaire peut établir le taux de remboursement du navire à ses membres. Toutefois, il ne doit pas excéder le taux en vigueur établi par Pêches et Océans Canada, d'après le taux par kilomètre du Conseil national mixte.

1.9 Coûts des réparations mineures

Les coûts liés aux réparations mineures effectuées sur les navires de l'Auxiliaire à la suite d'une perte ou de dommages imprévus à la coque, aux machines ou à l'équipement subis dans le cadre d'une activité autorisée font partie des coûts admissibles remboursés par la Garde côtière aux termes des présentes, sur production par l'Auxiliaire de preuves à l'appui documentant la perte ou le dommage en question, ainsi que les coûts de réparation, qui ne doivent pas excéder la franchise applicable qui est stipulée dans la police d'assurance couvrant la coque et les machines ou toute autre police applicable.

1.10 Frais de déplacement

Les dépenses et les frais de déplacement engagés dans le cadre d'activités autorisées sont remboursés conformément aux taux du Comité national mixte en vigueur au moment où les dépenses sont engagées. Une demande de remboursement de frais de déplacement, dans la forme indiquée par la Garde côtière et accompagnée de factures et de reçus, doit être remplie et conservée par l'Auxiliaire, à des fins de vérification conformément à

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l'article 4.0 (Paiement de la contribution) de la présente entente. L'Auxiliaire peut établir des taux de remboursement pour ses membres. Toutefois, ils ne doivent pas excéder les taux en vigueur affichés par le Comité national mixte.

Voyages internationaux

Tous les voyages internationaux doivent être approuvés au préalable par écrit par la Garde côtière. Le 15 février de chaque année ou avant cette date, l'Auxiliaire présente au ministre, pour approbation, un plan proposé de voyages internationaux à effectuer au cours de l'exercice financier suivant, y compris la justification de chaque voyage. Tous les autres voyages internationaux qui ne figurent pas dans le plan doivent être approuvés au préalable par écrit par la Garde côtière avant que le remboursement ne se fasse.

1.11 Coûts d'accueil

Il est reconnu que l'Auxiliaire doit accueillir des événements régionaux et internationaux et que des coûts d'accueil peuvent être engagés. L'Auxiliaire doit s'en tenir aux indemnités d'accueil maximales indiquées dans la *Directive sur la gestion des dépenses de voyages, d'accueil et de conférences du Secrétariat du Conseil du Trésor*. Les coûts des boissons alcoolisées ne sont pas admissibles à un remboursement en vertu de la présente entente. Tous les coûts d'accueil doivent être approuvés au préalable par écrit par la Garde côtière.

1.12 Autres coûts

a) Coûts liés à la négociation de la présente entente et de toute modification;

b) Coût du maintien de la conformité de l'Auxiliaire à la partie II de la *Loi sur les corporations canadiennes* et à la *Loi canadienne sur les organisations à but non lucratif* de 2009, ainsi qu'à toute modification à ses statuts et à d'autres documents constitutifs requis pour respecter la présente entente;

c) Coûts liés à la préparation et à la négociation des plans d'activités annuels;

d) Coûts des communications, conformément aux plans d'activités annuels approuvés;

e) Coûts des insignes d'identité nationale, lesquels peuvent comprendre les insignes des membres, les épinglettes, les emblèmes et les insignes d'épaule, les fanions de navire et toute autre identification pouvant être approuvés par l'Auxiliaire et par la Garde côtière;

f) Coûts de toute autre activité approuvée par écrit par la Garde côtière;

g) Construction ou achat (y compris la location-acquisition) d'immobilisations (de plus de 10 000 $); ce qui comprend les navires ou les aéronefs, mais non les véhicules;

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2.0 DÉPENSES NON ADMISSIBLES

Les dépenses suivantes ne sont pas admissibles à un remboursement en vertu de la présente entente :

- Achat de terrains;
- Achat d'équipement de navire auxiliaire requis par Transports Canada, sauf la différence de coût des dépenses d'équipement de protection individuel excédant les exigences de Transports Canada (calculées selon la différence entre le coût d'équipement standard de Transports Canada et le coût moyen de l'équipement de protection individuel pour les activités de recherche et sauvetage, approuvé dans le cadre du processus de plan d'activités annuel);
- Construction ou achat d'immeubles;
- Construction ou achat de quais, de môles ou de jetées;
- Frais d'utilisation et d'entretien courants de tout navire appartenant à l'Auxiliaire et de son équipement;
- Entretien de tout équipement qui n'est pas acquis en vertu de la présente entente, y compris l'équipement acquis dans le cadre du Fonds des nouvelles initiatives de recherche et de sauvetage (l'entretien des pompes utilisées aux fins de recherche et sauvetage est une dépense admissible);
- Achat d'uniformes de l'Auxiliaire;
- Dépenses relatives à des activités à l'intérieur de voies navigables dans lesquelles la GCC n'offre pas de services de recherche et sauvetage, sauf pour celles qui ont préalablement obtenu l'accord écrit la Garde côtière;
- Dépenses liées à toute activité interdite;
- Coûts associés à la mise à disposition de navires de patrouille pour des événements publics comme des courses de voiliers, des feux d'artifice et des pêches à haut risque. La mise à disposition de navires de sauvetage ou de sécurité dans le cadre de telles activités relève toutefois de l'organisateur de l'événement; par conséquent, si la GCAC conclut un accord de prestation de services avec l'organisateur, les frais engagés ne sont pas remboursables aux termes de la présente.

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ANNEXE « C »

ÉCHÉANCIER ANNUEL DE L'ENTENTE DE CONTRIBUTION

15 février – Plan d'activités annuel à présenter pour le prochain exercice

– État de compte et rapport à présenter pour la période du 1er avril au 31 décembre

– Plans de déplacements internationaux

31 mars – Confirmations d'assurance, statistiques et renseignements sur le renouvellement

– Rapport annuel sur les indicateurs de rendement et les normes de service

15 mai – État de compte de fin d'exercice

– Financement excédentaire à retourner au receveur général du Canada

– Rapport annuel sur les activités de financement

30 septembre – États financiers annuels vérifiés

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ANNEXE « D »

EXIGENCES DU PROGRAMME NATIONAL D'ASSURANCE DE LA GCAC

1.0 Garantie

Chacune des organisations de la GCAC est tenue de souscrire une assurance pour elle-même et pour ses membres afin d'assurer leur protection pendant la mise en œuvre des ententes de contribution ou pour toute activité liée à cette mise en œuvre, selon la description et les montants stipulés ci-après, lesquels montants seront révisés et fixés annuellement par la Garde côtière et l'Auxiliaire :

1.1 Assurance coque de navire

1. Assurance coque et machines pour les navires de l'Auxiliaire, leurs équipements et accessoires pour un montant qui n'est pas inférieur à la valeur convenue des navires, comme convenu entre la GCAC et l'assureur.

   Assurance coque et machines pour les bâtiments de l'Auxiliaire qui sont des navires marchands et des bateaux de pêche commerciale, offerte à un montant minimal d'assurance par sinistre de 3 000 000 $ et pour tous les autres types de bâtiments à un montant minimal d'assurance par sinistre de 1 200 000 $, à l'exception des bâtiments n'appartenant pas à l'assuré, auquel cas le montant minimal d'assurance par sinistre prévu est de 250 000 $.

   La garantie doit être conforme aux American Institute Hull Clauses (29 septembre 2009) ou à des dispositions équivalentes convenues.

2. La police doit comprendre les avenants suivants :

   (a) Renonciation aux droits de subrogation : L'assureur de l'Auxiliaire doit renoncer à tout droit de subrogation contre Sa Majesté la Reine du chef du Canada pour toute perte ou tout dommage concernant un navire de l'Auxiliaire, quelle qu'en soit la cause.

   (b) Avis d'annulation : L'assureur doit fournir à l'Auxiliaire et à Pêches et Océans Canada un préavis écrit de trente (30) jours en cas d'annulation.

1.2 Assurance responsabilité maritime

1. L'Auxiliaire doit souscrire une assurance protection et indemnisation qui doit comprendre une responsabilité abordage complémentaire et une responsabilité pollution. L'assurance doit être souscrite auprès d'un membre du Groupe international des clubs de protection et d'indemnisation ou dans un marché établi pour un montant qui n'est pas inférieur aux limites fixées par la *Loi sur la responsabilité en matière maritime*, L.C. 2001, ch. 6. La protection doit comprendre l'assurance pour l'équipage s'il n'est pas protégé par un régime d'indemnisation des accidentés du travail comme le détaille le paragraphe (2) ci-dessous.

2. L'Auxiliaire doit obtenir l'assurance provinciale ou territoriale d'indemnisation des accidents du travail pour tous les employés participant à la mise en œuvre des ententes de contribution, conformément aux exigences des textes de loi du territoire, de la province ou du pays qui régissent le domicile ou l'emploi. Si l'Auxiliaire doit payer une redevance ou une prime supplémentaire ou une surprime à une commission des accidents du travail, à la suite d'un accident qui a causé des blessures ou la mort d'un employé de l'Auxiliaire ou qui est dû à des conditions de travail non sécuritaires, une telle redevance ou prime sera entièrement à la charge de l'Auxiliaire.

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3. La police d'assurance protection et indemnisation doit comprendre ce qui suit :

   a) Autre assuré désigné : Sa Majesté la Reine du chef du Canada, représentée par la Garde côtière des Pêches et des Océans, est ajoutée comme autre assuré désigné, mais seulement en ce qui concerne la responsabilité découlant de l'exécution des ententes de contribution par les sociétés auxiliaires et leurs membres. L'intérêt du Canada comme autre assuré désigné doit être énoncé comme suit : Sa Majesté la Reine du chef du Canada, représentée par la Garde côtière des Pêches et des Océans

   b) Renonciation aux droits de subrogation : L'assureur de l'Auxiliaire doit renoncer à tout droit de subrogation contre Sa Majesté la Reine du chef du Canada pour toute perte ou tout dommage concernant un navire de l'Auxiliaire, quelle qu'en soit la cause.

   c) Avis d'annulation : L'assureur doit fournir à l'Auxiliaire et à Pêches et Océans Canada un préavis écrit de trente (30) jours en cas d'annulation.

1.3 Responsabilité commerciale générale

1. L'Auxiliaire doit souscrire une assurance responsabilité commerciale générale et la maintenir en vigueur pendant toute la durée de l'entente, pour le montant habituel pour une entente de cette nature, mais pour un montant minimal de 15 000 000 $ par accident ou sinistre ou limite totale annuelle.

2. La police d'assurance responsabilité commerciale générale doit comprendre les éléments suivants :

   a) Autre assuré désigné : Le Canada est ajouté comme autre assuré désigné, mais seulement en ce qui concerne la responsabilité découlant de l'exécution des ententes de contribution par les sociétés auxiliaires et leurs membres. L'intérêt du Canada doit être énoncé comme suit : Sa Majesté la Reine du chef du Canada, représentée par la Garde côtière des Pêches et des Océans.

   b) Blessures corporelles ou dommages matériels subis par une tierce partie découlant des activités des sociétés auxiliaires et de leurs membres.

   c) Produits et activités terminées : Cette garantie concerne les blessures corporelles ou les dommages matériels découlant de la fabrication, de la vente, de la manutention ou de la distribution de marchandises ou de produits par les sociétés auxiliaires et leurs membres et/ou des activités exécutées par les sociétés auxiliaires et leurs membres.

   d) Préjudice personnel : La protection doit comprendre, entre autres, les rubriques suivantes : atteinte au droit à la vie privée, libelle et calomnie, arrestation, détention ou emprisonnement illégaux et diffamation.

   e) Responsabilité réciproque/individualité des assurés : Sans augmenter la limite totale de la police, celle-ci doit protéger toutes les parties assurées au plein montant. En outre, la police doit s'appliquer à chaque assuré de la même façon et dans la même mesure que s'il avait souscrit à une police distincte.

   f) Responsabilité contractuelle générale : La police doit, de façon générale ou par renvoi précis à l'entente, s'appliquer aux responsabilités assumées concernant les dispositions contractuelles.

   g) Employés et bénévoles : doivent être désignés comme assurés additionnels.

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h) Responsabilité des employeurs (ou confirmation que tous les employés sont protégés par l'indemnisation des accidents du travail ou un programme similaire).

i) Formule étendue de l'assurance dommages matériels, incluant les travaux terminés : Étend la protection à certaines pertes qui autrement seraient exclues aux termes des dispositions d'une police standard concernant le soin, la garde et le contrôle.

j) Avis d'annulation : L'assureur doit fournir à l'Auxiliaire et à Pêches et Océans Canada un préavis écrit de trente (30) jours en cas d'annulation.

k) Assurance automobile des non-propriétaires : couvre les poursuites contre l'Auxiliaire découlant de l'utilisation de véhicules qu'elle loue ou dont elle n'est pas propriétaire.

l) Droits de poursuite : Conformément à l'alinéa 5d) de la *Loi sur le ministère de la Justice*, L.C. 1993, ch. J-2, art. 1, si une poursuite est intentée par ou contre le Canada et que, indépendamment de la présente clause, l'assureur a le droit d'intervenir en poursuite ou en défense au nom du Canada à titre d'assuré additionnel désigné en vertu de la police d'assurance, l'assureur doit communiquer promptement avec le Procureur général du Canada pour s'entendre sur les stratégies juridiques en envoyant une lettre (courrier recommandé ou messager) avec accusé de réception.

Une copie de la lettre doit être envoyée à l'Auxiliaire et à Pêches et Océans Canada. Le Canada se réserve le droit de participer à sa propre défense s'il fait l'objet de poursuites. Dans ce cas, le Canada assume tous les frais liés à sa participation à titre de codéfendeur. Si le Canada décide d'être le codéfendeur en cas de poursuites intentées contre lui et qu'il ne consent pas à un règlement proposé et accepté par l'assureur de l'Auxiliaire et le demandeur, lequel donnerait lieu à un règlement ou au rejet de l'action contre le Canada, ce dernier sera responsable envers l'assureur de l'Auxiliaire de toute différence entre le montant du règlement proposé et le montant accordé ou versé en fin de compte aux demandeurs (frais d'intérêts compris) au nom du Canada.

1.4 Assurance responsabilité automobile

1. Assurance automobile d'un montant habituel pour une entente de cette nature, mais d'un montant minimum de 2 000 000 $ par accident ou sinistre.

2. Assurance automobile combinée par accident, tous dommages confondus, d'au moins 12 000 000 $.

3. La police doit comprendre les éléments suivants :

   a) Responsabilité civile – Limite minimale de 2 000 000 $ par accident ou sinistre

   b) Assurance individuelle – Selon la législation du territoire

   c) Garantie non-assurance des tiers

   d) Avis d'annulation : L'assureur doit fournir à l'Auxiliaire et la Garde côtière un préavis écrit de trente (30) jours en cas d'annulation

   e) FMPO/FAT/FAQ no 3 – Avenant relatif à la conduite d'automobiles de l'État

1.5 Assurance tous risques contre les vols et les détournements

1. Assurance tous risques contre les vols et les détournements à titre général pour les montants suivants :

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a) Accord d'assurance I : Détournements par le personnel (formulaire A) pour un montant minimum de 100 000 $, ce qui couvre tous les employés de l'Auxiliaire. Une telle assurance doit contenir une clause « d'étendue au tiers » ou de « garantie du client » qui étend la protection au Canada en ce qui a trait aux risques liés à l'entente.

b) Accord II/III : Pertes d'argent et de titres à l'intérieur ou à l'extérieur des locaux, pour un montant minimum de 2 500 $.

2. L'assurance tous risques contre les vols et les détournements doit comprendre les éléments suivants :

a) Avis d'annulation : L'assureur doit fournir à l'Auxiliaire et la Garde côtière un préavis écrit de trente (30) jours en cas d'annulation.

1.6 Assurance décès et mutilation par accident

Assurance décès et mutilation par accident avec capital assuré maximum d'au moins 1 500 000 $ par personne (sous réserve d'un montant d'assurance minimum de 20 000 000 $ si on ne peut pas obtenir dans le commerce une protection sans montant d'assurance à un taux raisonnable) y compris l'indemnité d'accident du travail prévue pour une invalidité temporaire ou permanente.

1.7 Assurance de la responsabilité civile des administrateurs et des dirigeants

1. Assurance de la responsabilité civile des administrateurs et des dirigeants, d'un montant habituel pour une entente de cette nature, mais, dans tous les cas, pour une limite de responsabilité d'au moins 5 000 000 $ par sinistre, à concurrence du même montant pour le total des sinistres.

2. S'il s'agit d'une police sur la base des réclamations et que la durée du contrat dépasse la période d'assurance, en cas d'annulation ou de non-renouvellement de la police, on doit obtenir un avenant relatif à la prolongation de la période de signalement d'un sinistre pour une durée minimale de douze (12) mois.

3. La police doit comprendre l'avenant suivant :

Avis d'annulation ou de modification : L'assureur doit fournir à l'Auxiliaire et à la Garde côtière un préavis écrit de trente (30) jours en cas d'annulation.

1.8 Assurance supplémentaire

Toute assurance supplémentaire dont auront convenu par écrit la Garde côtière et les sociétés auxiliaires.

1.9 Franchises

Le montant de la franchise applicable à la police ou aux polices d'assurance, ou aux termes de toute protection d'assurance, est un coût admissible remboursable par la Garde côtière conformément à la présente entente et sur production par l'Auxiliaire d'une confirmation écrite de l'assureur, de l'agent d'assurance ou du courtier d'assurance que le sinistre relève des éléments assurés.

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ANNEXE A

CHAPITRE SUR L'ARCTIQUE

Toutes les exigences, l'admissibilité et les éléments du corps de l'entente de contribution susmentionnés s'appliquent également au chapitre de l'auxiliaire de l'Arctique, à moins d'indication contraire dans l'annexe A.

1.0 COÛTS ADMISSIBLES SUPPLÉMENTAIRES

Les coûts admissibles à un remboursement sont les coûts raisonnables et bien détaillés suivants engagés par l'Auxiliaire dans l'Arctique pour l'exécution des activités autorisées. L'Auxiliaire est seule responsable de tous les coûts qu'elle engage dans le cadre d'activités non autorisées.

1.1 Opérations :

- Versement du financement pour le carburant (pour assurer la préparation des actifs en cas d'intervention)
- Confinement pour carburant (barils) et pompes de transfert de carburant

1.2 Soutien aux opérations :

- Équipements :
  - Équipement de communication
  - Équipement de navire requis par Transports Canada
  - Équipement de formation et de recherche et de sauvetage requis pour la formation et les activités de recherche et sauvetage
  - Équipement de base pour l'intervention lors de déversements d'hydrocarbures, c.-à-d. barrières flottantes, dispositif de ramassage, bassin de retenue
  - Équipement de survie (comprenant des tentes, de la nourriture/des rations, des combinaisons de flottation d'eau froide)
- Les frais d'entretien mineurs des navires et de l'équipement des navires doivent être approuvés chaque année dans le cadre du processus d'approbation du plan d'activités.

1.3 Coûts de formation :

- Augmentation des frais accessoires pour les formateurs qui se rendent dans les collectivités de l'Arctique pour offrir de la formation, jusqu'à concurrence de 50 $ par jour.

2.0 ACTIVITÉS ADMISSIBLES SUPPLÉMENTAIRES :

- Les activités d'intervention environnementale, comme le déploiement de l'équipement du dépôt dans l'Arctique, afin d'offrir un confinement initial jusqu'à ce qu'un intervenant principal arrive sur les lieux.
- Toute autre activité d'intervention environnementale acceptée par écrit par la Garde côtière et l'Auxiliaire.

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Programme de contributions de la Garde côtière auxiliaire canadienne

ENTENTE DE CONTRIBUTION

AMENDEMENT #1

ENTRE

SA MAJESTÉ LA REINE DU CHEF DU CANADA,
représentée par le ministre des Pêches et des Océans par l'intermédiaire de la Garde côtière canadienne

ET

LA **GARDE CÔTIÈRE AUXILIAIRE CANADIENNE (QUÉBEC) INC.,** une société sans but lucratif constituée en vertu de la *Loi sur les corporations canadiennes* dont le siège social est situé, au 17, rue du Prince, Sorel-Tracy (Québec) Canada J3P 4J4

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ANNEXE « B »

COÛTS ADMISSIBLES

Supprimer

1.12 **Autres coûts**

g) Construction ou achat (y compris la location-acquisition) d'immobilisations (de plus de 10 000 $); ce qui comprend les navires ou les aéronefs, mais non les véhicules;

Insérer

1.12 **Autres coûts**

g) Construction ou achat (y compris la location-acquisition) d'immobilisations (de moins de 10 000 $); ce qui comprend les navires ou les aéronefs, mais non les véhicules;

GARDE CÔTIÈRE AUXILIAIRE CANADIENNE (QUÉBEC) INC.

Par : _____
(Daniel Michaud)
Présidente

Témoin :
Nom (en caractères d'imprimerie) :

Par : _____

Date : _____

SA MAJESTÉ LA REINE DU CHEF DU CANADA, représentée par Le ministre des Pêches et des Océans

Par : _____
(Greg Lick)
Directeur général, Opérations – Garde côtière canadienne

Date : _____